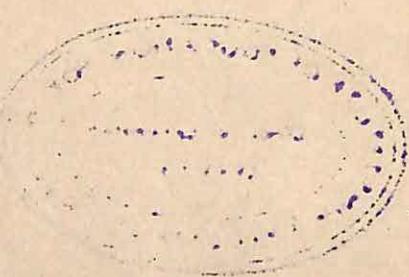
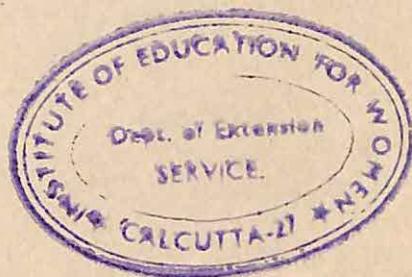
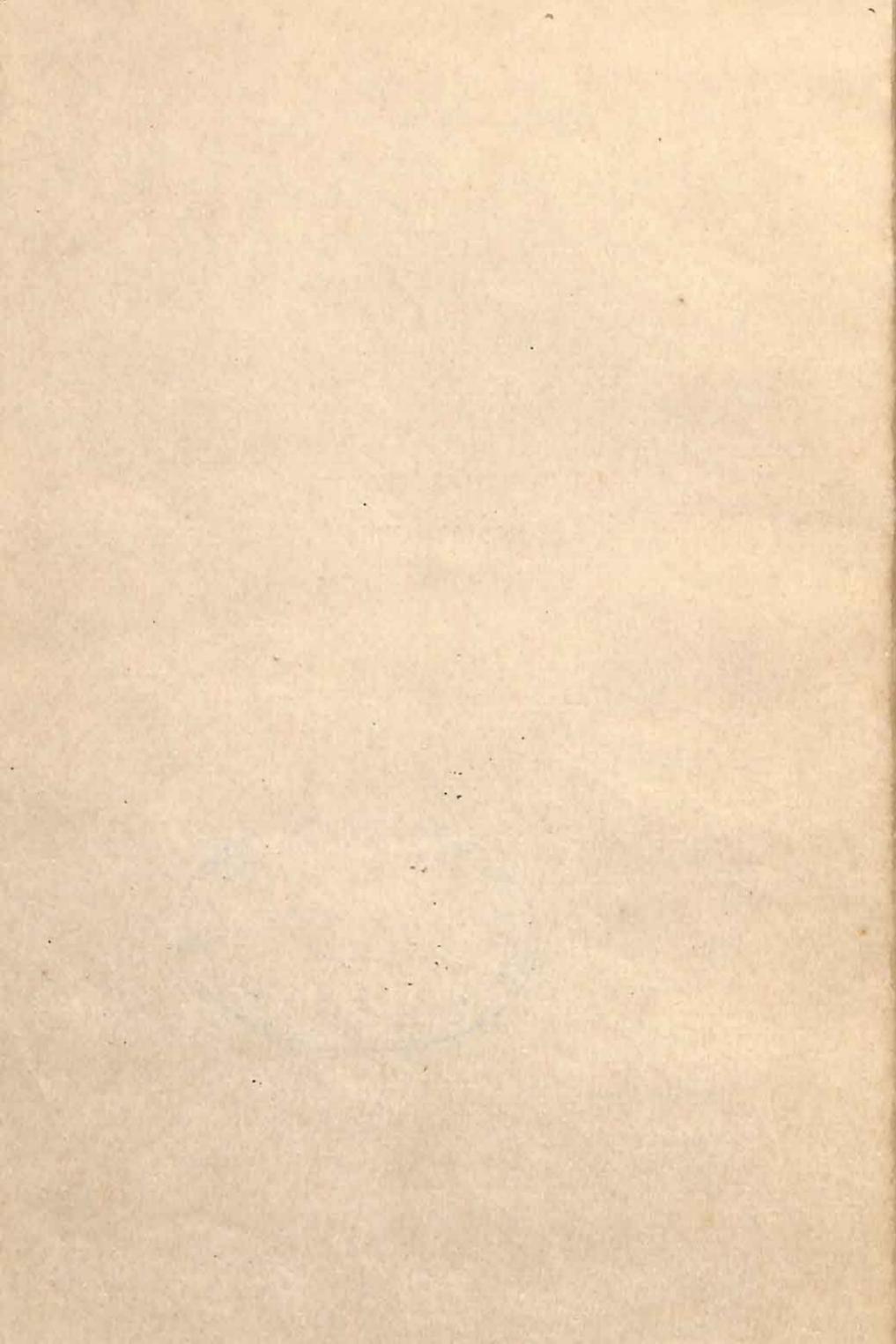


This book was taken from the Library of
Extension Services Department on the date
last stamped. It is returnable within
7 days .



CALCUTTA
INDIA'S CITY





CALCUTTA INDIA'S CITY

1

ASOK MITRA

915.414

Mit



New Age Publishers Private Limited

NEW AGE PUBLISHERS PRIVATE LTD.

12, Bankim Chatterjee Street, Calcutta-12.

8, Lady Hardinge Road, New Delhi-1.

COPYRIGHT

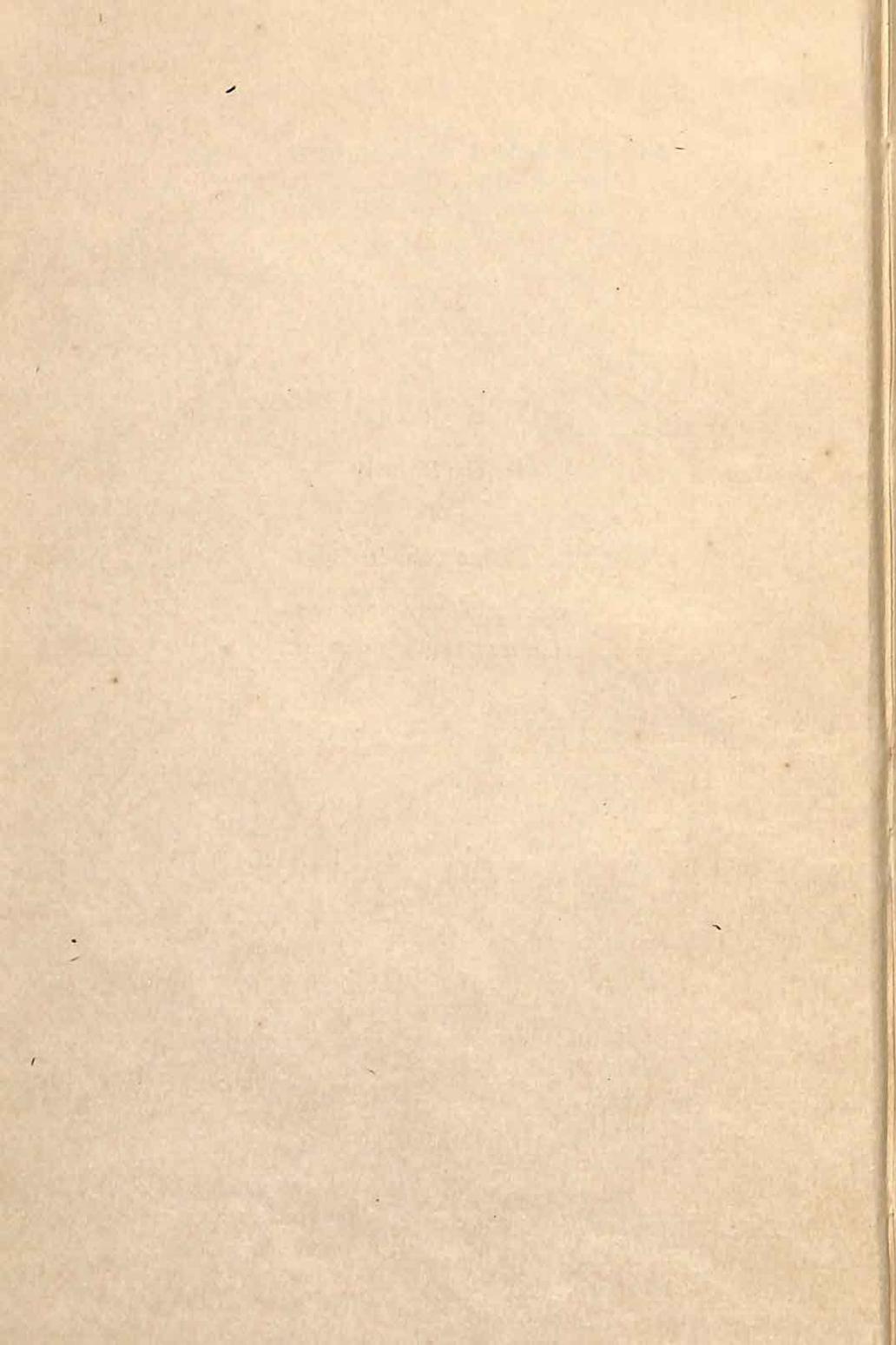
Asok Mitra

Rs. 8.00

FIRST PUBLISHED 1963

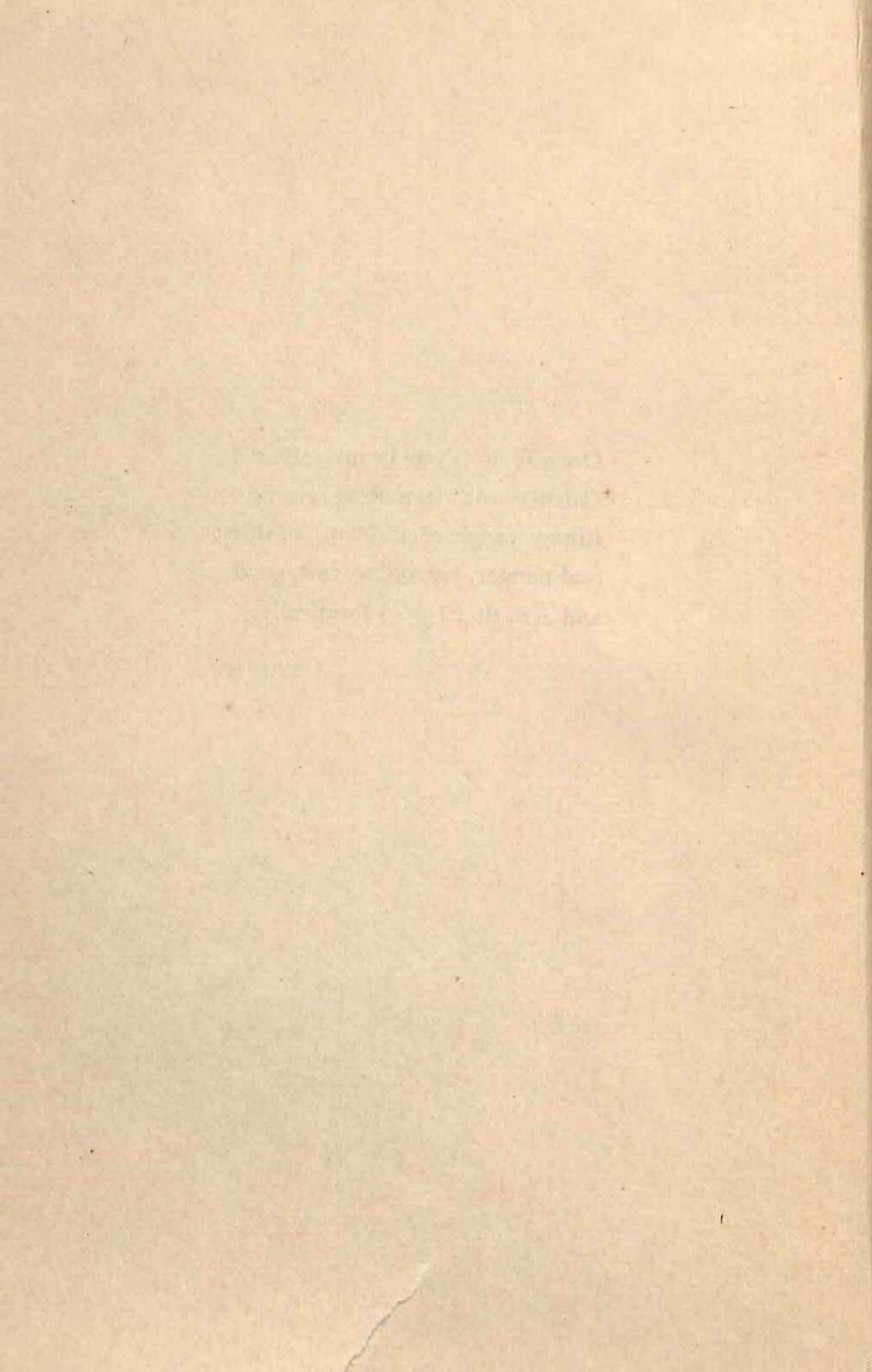
Printed at Rup-Lekha, 22, Sitaram Ghosh Street, Calcutta-9, and published
by J. N. Sinha Roy, New Age Publishers Private Ltd., Calcutta - 12.

To The Memory
of
Dr. Bidhan Chandra Roy
who was oftener more angry
than most angry young men



Once again it was in this selfsame
Calcutta with its milling crowds, its
strange tangle of problems, of thirst
and hunger, joy and sorrow, good
and evil, that I tried frantically...

Chaturanga



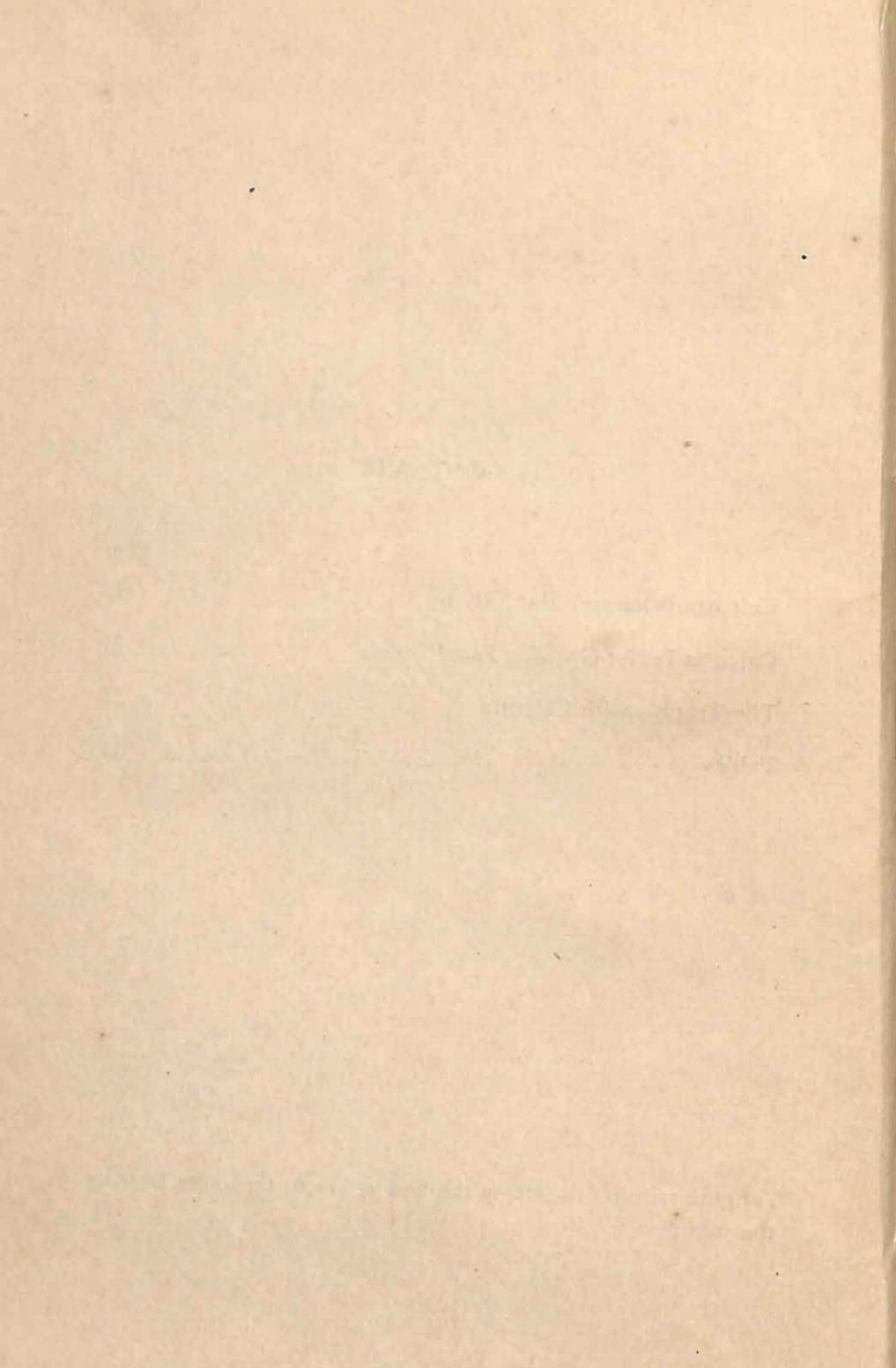
ACKNOWLEDGEMENT

To *The Statesman* for kind permission to reprint
three articles which were published at Calcutta
and Delhi on 3, 4 and 5 September 1962.

CONTENTS

	Page
Calcutta Belongs to the Nation	19
Calcutta Is Not Growing Fast Enough	30
The Trouble with Calcutta	38
Tables	47

A figure within brackets in the text refers to the table bearing that number

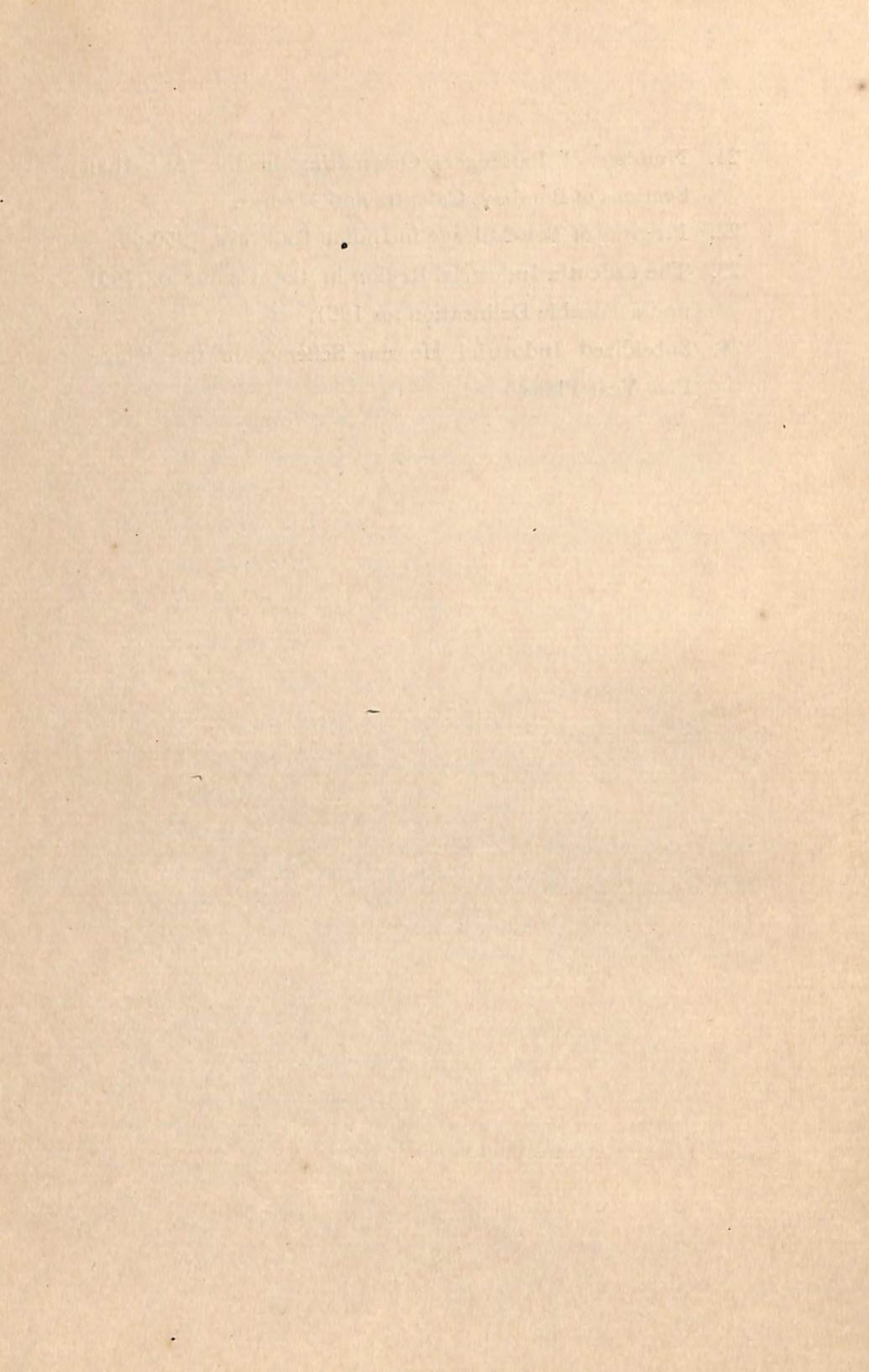


TABLES

1. Percentage distribution of the Population of Calcutta Industrial Region by Languages Spoken : 1951 Census.
2. Composition of Labour Force in Selected Industries in West Bengal, 1958—60.
3. Employment in Commercial and Non-Factory Establishments in West Bengal, 1958-60.
4. Number of Registered Factories and Average Employment per Day in West Bengal, 1958-60.
5. Average Daily Employment, Total Wage Bill and Average Annual Money Earnings of Persons Employed in Factories, 1959.
6. Transactions in Postal Savings Banks in Selected Cities, 1960-61.
7. Postal Money Orders sent out from Selected Cities, 1960-61.
8. Estimated Number of Unregistered Articles of Letter and Parcel Mail Given out for Delivery and Actual Registered Articles Booked for the Year 1960-61.

9. Regional Distribution of Offices in India of Banking Companies, 1961.
10. Distribution by State of Offices, Deposits and Advances in India of Scheduled Banks, 1960.
11. Net Demand of Income tax in West Bengal and in India, 1959-60
12. Number of Joint Stock Companies and Their Paid-up Capital in West Bengal and the Share of this Total to that for All India—By Classes and Subclasses—for 1958-59.
13. Gross Weight of Cargo Handled at Calcutta Port and Six Major Ports (000 tonnes).
14. Duties Collected at Calcutta Customs Zone and by Collectorate of Central Excise, Calcutta, 1959-61.
15. Quantity and Value of Tea, Coal, Mineral Ores, Jute and Jute Products Exported from Calcutta Customs Zone during the Calendar Years, 1957, 1958 and 1959.
16. Foreign Exchange Component of Principal Projects Located in Bihar and West Bengal Area in the Third Plan.
17. Progressive Capital Expenditure on Electricity Supply System, 1950-58.
18. Electricity Sold in Various States during 1959-60.
19. External Assistance to some Projects in the Bihar-West Bengal-Orissa-Assam Region.
20. Financial Results of State Transport Undertakings, 1959-60.

21. Number of Passengers Originating in the Suburban Sections of Bombay, Calcutta and Madras.
22. Progress of Ton-Mileage in Indian Railways, 1950-60.
23. The Calcutta Industrial Region in the Census of 1951 and a Possible Delineation for 1961.
24. Subsidized Industrial Housing Schemes in the Three Five Year Plans.



**CALCUTTA INDUSTRIAL REGION
(HOOGHLYSIDE)
1951 - 1961**

24 MILES
0 4 8 12 16 20 24 28 32 36
KILOMETRES 0 4 8 12 16 20 24 28 32 36

KEY TO POLICE STATIONS

HOOGHLY DISTRICT

- 1 MAGRA
- 2 CHINSURAH
- 3 CHANDERNAGORE
- 4 BHADRESWAR
- 5 SINGUR
- 6 HARIPAL
- 7 TARAKESWAR
- 8 SERAMPUR
- 9 UTTARPARA

HOWRAH DISTRICT

- 10 BALLY
- 11 HOWRAH
- 12 JAGACHHA
- 13 DOMJUR
- 14 JAGATBALLAVPUR
- 15 PANCHLA
- 16 SANKRIL
- 17 BAURIA
- 18 ULUBERIA

KEY TO POLICE STATIONS

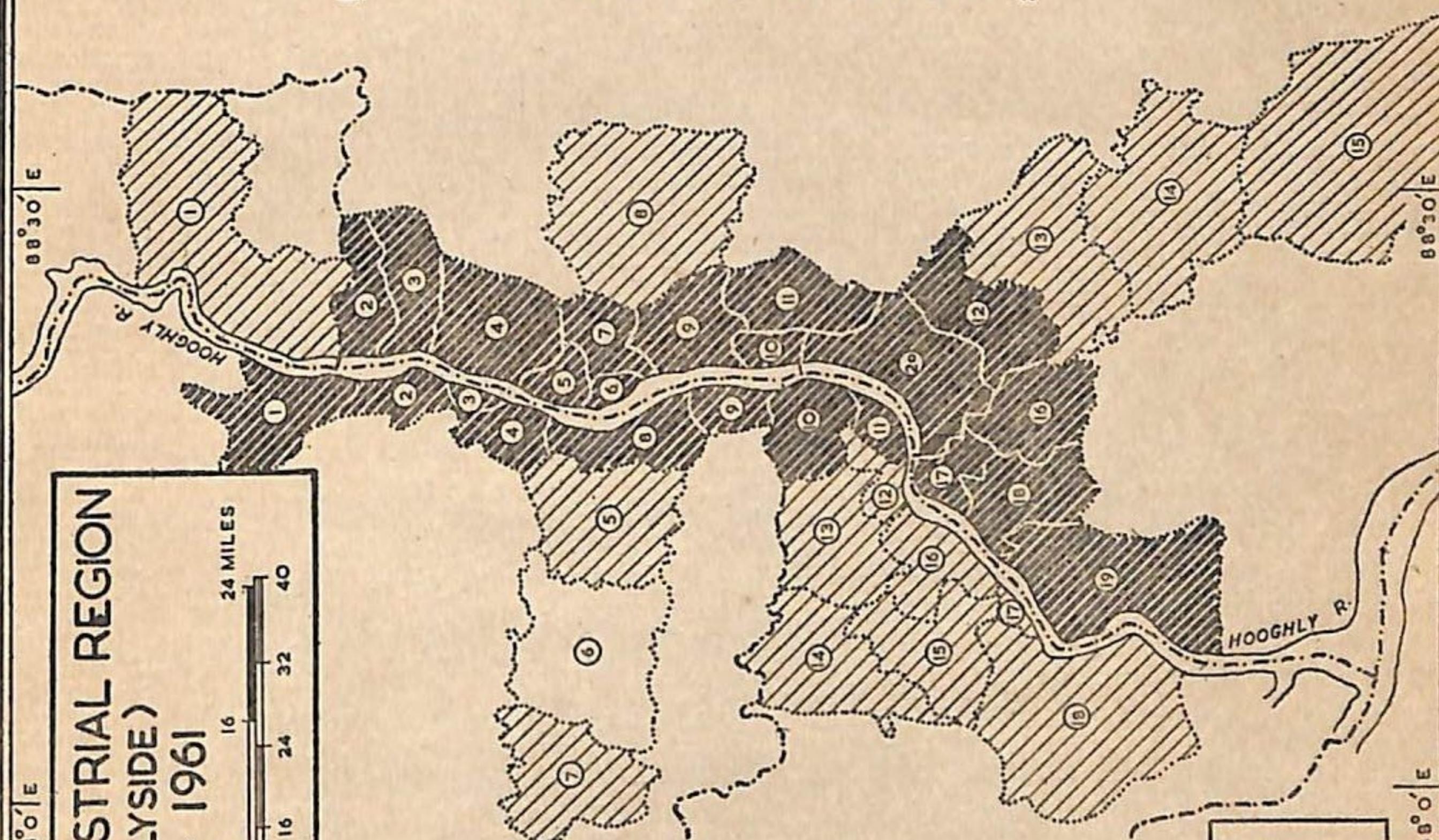
NADIA DISTRICT

- 1 CHAKDAH
- 2 BIJPUR
- 3 NAJHATI
- 4 JAGADDAL
- 5 NOAPARA
- 6 BARRACKPUR
- 7 TITAGARH
- 8 BARASAT
- 9 KHARDAH
- 10 BARANAGAR
- 11 DUM-DUM
- 12 TOLLYGANJ
- 13 SONARPUR
- 14 BARUIPUR
- 15 JAYNAGAR
- 16 BEHALA
- 17 METIA-BURUZ
- 18 MAHESHTOLA
- 19 BUDGE-BUDGE

24-PARGANAS DISTRICT

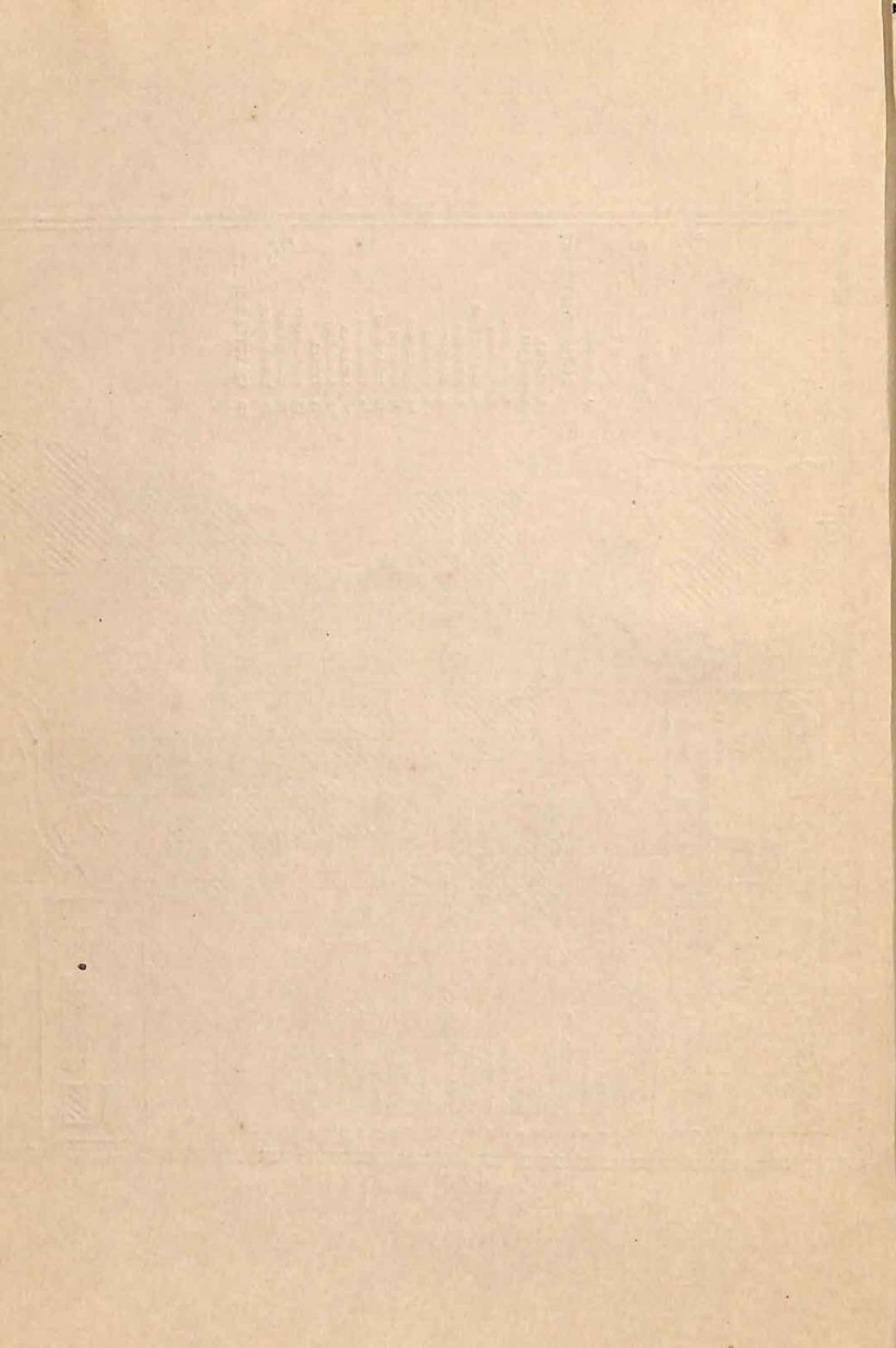
- 1 CHAKDAH
- 2 BIJPUR
- 3 NAJHATI
- 4 JAGADDAL
- 5 NOAPARA
- 6 BARRACKPUR
- 7 TITAGARH
- 8 BARASAT
- 9 KHARDAH
- 10 BARANAGAR
- 11 DUM-DUM
- 12 TOLLYGANJ
- 13 SONARPUR
- 14 BARUIPUR
- 15 JAYNAGAR
- 16 BEHALA
- 17 METIA-BURUZ
- 18 MAHESHTOLA
- 19 BUDGE-BUDGE

20 CALCUTTA DISTRICT



INDUSTRIAL REGION, 1951
SPREAD OF INDUSTRIAL
REGION IN 1961





CALCUTTA BELONGS TO THE NATION

BEFORE THE REORGANISATION of States, the common man's image of Calcutta, Bombay or Madras was more of a cosmopolitan city, serving the country as a whole, rather than any particular State. Each bore an unmistakable local physiognomy but belonged to the nation all the same. The reorganisation cut everything down to size. In the public mind Calcutta was now West Bengal, Bombay Maharashtra, and Madras Tamil Country and not much more besides. This is India's loss and certainly among the first things worth retrieving. For not only are they still the nation's great doors through which we must either export or perish but also our wide windows to the world. The three together still constitute our biggest cash nexus, our industrial, commercial, banking and trained manpower stronghold, and our most important seats of culture,

learning and research. Their face is in a way the nation's fortune.

How big the fortune is is often overlooked. It comes in a flash on one of those none too rare occasions when Calcutta seems about to blow itself up, and friend twits friend with 'And now, what do you think Calcutta is going to do with itself this time?' looking for a brief animated interlude in the endless boredom of small talk. Conversation slips no more among velleities and carefully caught regrets but pulls up short all at once at the news that the city annually sends out about Rs. 280 million through very small postal remittances: the savings of small men without bank accounts sweating away to keep their families alive in the villages of every State and Territory. Sympathies are quickly mended at the thought of what is at stake. And once the outline is even dimly perceived, the city invariably earns a hearty toast at the end of the debate.

Calcutta seems to answer to Bernier's description of Bengal that 'the Kingdom has a hundred gates open for entrance, but not one for departure'. In 1951 only 69 per cent of a population of 4.6 millions [1] in the Calcutta Industrial Region, and over 65 per cent of the city's population of 2.55 millions, claimed Bengali as their mother-tongue. Hindi and Urdu claimed a little more than 25 per cent and the rest was largely shared by other major languages of the Constitution. These ratios have presumably improved still further in 1961. Morphologically too Bengali can be likened to plasma, and the other mother-tongues to corpuscles: there are, as even the casual visitor observes, distinct and sizeable colonies of different

mother-tongues in the general matrix of Bengali, with plenty of stray islets besides, while certain other areas are so well commingled as to be thoroughly polygot. There are Bengalis in Lower Chitpore Road who use five tongues in the same breath believing they are using only one. This gives everyone a peculiar, easygoing, maritime tolerance and human dignity and the priceless gift of anonymity.

This metropolitan as opposed to the provincial air pervades every aspect of work and play. Nowhere else, except perhaps in the central ministries of New Delhi, has the country achieved such an apparently effortless and unique Indianness of content as in the Chambers of Commerce ruling Calcutta's trade and industries. Work, money and learning know no barriers. Thus, in 1960, 58 per cent of the workers in cotton industries and 79 in jute, 47 per cent in the Engineering industries and 64 in Iron and Steel, a proportion varying from 73 per cent in paper mills to 21 in the printing industry were non-Bengali [2]. An average of 61 per cent in all factories in 1960 and a little over 50 per cent in commercial and other non-factory establishments were non-Bengali [3]. In 1960 there were 4,288 registered factories in the State with an average daily employment of over 700,000 [4]. While more than a third of the population and more than onehalf of the working population is non-Bengali, Calcutta makes by far and away the largest small savings for any city in the country despite the fact that the wages of jute mill workers, the largest single

group, are much leaner than those of the cotton mill workers of Bombay and Ahmedabad [5]. In 1960-61 the postal savings banks in the Calcutta Industrial Region received a total deposit of Rs. 180 million against Bombay's 77, Delhi's 94 and Madras's 34 [6]. The total withdrawals in Calcutta for the same year were Rs. 150 million against Bombay's 76, Delhi's 80 and Madras's 27. The balance in deposit in the Calcutta Region for the same year was Rs. 390 million against Bombay's 183, Delhi's 161 and Madras's 37. In the same year Calcutta Region sent out Rs. 276 million by postal money orders against Bombay's 231, Delhi's 77 and Madras's 69. Despite the smaller earnings of the Calcutta worker, the average value of a money order from Calcutta came to Rs. 46. 1, against Bombay's 44. 6, Delhi's 42. 9 and Madras's 32. 2. [7]. These figures afford some idea of the further savings which the worker carries home with him on his annual holiday, and also of how he gets along without the barest minimum of housing, sanitation, comfort and privacy. West Bengal claimed 13.5 per cent or about a seventh of the total letters and postcards mailed in India in 1960-61 : the bulk of it, of course, issued from the Calcutta Industrial Region [8]. The object here obviously is not to make invidious comparisons or to show off Calcutta to greater advantage, but to make the point that the small man saves, sustains and communicates at a greater sacrifice to himself and the city than anywhere else.

So much for the small man. As for big money and the

big man Calcutta stands for the country, too, and not merely for itself. Of a total of 71 foreign bank offices in India in 1961, no less than 21 were in Calcutta [9], a figure which will gain more significance when the Port is discussed. Together, these foreign bank offices in Calcutta accounted for 37 per cent of all deposits in foreign banks in India and 34 per cent of all their advances in August 1960 — July 1961. Sixteen per cent (Rs. 3,118 million) of all deposits and more than 25 per cent (Rs. 3,263 million) of all advances of the Scheduled Banks of India in 1961 [10] were in West Bengal, while, oddly enough, West Bengal housed only 6 per cent of all bank offices in India : a testimony to their efficiency and the volume of business transacted, the bulk of it of course in the city. Fourteen per cent of all assessees to income tax in India in 1959-60 were from West Bengal, accounting for 31 per cent of India's total demand [11]. But while the demand for income tax alone was only 28 per cent, that for super tax was 34. Joint Stock companies in West Bengal accounted for 43 per cent of all India's in 1958-59 answering for a little over 23 per cent of all paid-up capital. They conceal a wide range in numbers and capital. For example, Railway Transport, Iron and Steel (basic manufacture), and Mining and Quarrying accounted for 79, 78 and 76 per cent respectively of all companies in India, while Tobacco, Railway Transport, Agriculture and Allied Activities took charge of 86, 82 and 50 per cent respectively of their total paid up capitals in India [12].

This, in very brief, for the counting houses that count out the money. With so much of spectacular development and still more of spectacular funds spent over other ports in the country that hit the headlines every other morning, the quiet ways of Calcutta port, that occasionally grumbles from none other than sheer habit, are apt to be forgotten. Of the six major ports in India, Calcutta alone handled 25 per cent of all gross weight of cargo imported and 42 per cent of all that was exported in 1959-60 [13]. The Calcutta Customs Zone to which the Calcutta Port contributes 95 per cent accounted for 45 per cent of the value of the exported and re-exported merchandise (Rs. 6,396 million) of the country, and 38 per cent of that of all imported merchandise (Rs. 9,608 million) in 1960, a record which recently drew enthusiastic praise from no less a person than the Minister of Foreign Trade himself who could not help wondering how so little of investment could yet yield so much. For in spite of the deadly sands and the tricky roads, the chronic disturbances and the much resented waits and slow turnovers, with the Ganga Barrage still in the womb of the future and Haldia port promised but yet unrealised, with only the hulk of the 200-ton crane cleaving the skyline—almost the only thing there is to show for development, with all the rest going more or less to keep things ticking over—Calcutta does it and earns the bulk of the country's foreign exchange. In 1961-62 the Calcutta Customs Zone earned Rs.583 million for

88° 0' E

CALCUTTA INDUSTRIAL REGION (HOOGHLYSIDE) 1951

N
23° 0' KILOMETRES 0 4 0 8 16 24 32 40 24 MILES

DANESBERIA - 30,622

HOOGHLY- CHINSURAH - 56,805

CHANDERNAGORE - 49,009

BHADRESWAR - 46,292

CHAMPDANI - 31,543

BAIDYABATI - 24,882

SERAMPUR - 74,324

RISHRA - 27,465

KONNAGAR - 20,223

KOTRUNG - 14,177

UTTAR PARA - 17,126

BALLY - 63,130

HOWRAH - 433,630

N
22° 30'

88° 0' E

88° 30' E

N
23° 0'

KANCHRAPARA - 56,668
HALISAHAR - 34,666
NAIHATI - 55,313

BHATPARA - 1,34,916

GARULIA - 28,304
ICHCHAPUR DEF. ESTATE 14,600

NORTH BARRACKPUR - 32,172

BARRACKPUR - 42,669

BARRACKPUR CANTT - 15,169

TITAGARH - 71,622

KHARDAH - 10,524

PANIHATI - 49,514

KAMARHATI - 77,251

BARANACAR - 77,126

NORTH DUM-DUM - 12,156

DUM-DUM - 14,002

SOUTH DUM-DUM - 61,391

CALCUTTA - 25,48,677

GARDEN REACH - 1,09,160
N
22° 30'

TOLLYGANJ - 149,817

SOUTH SUBURBAN - 104,055

BATANAGAR - 6,874

BUDGE-BUDGE - 32,196

SIZE OF TOWNS

- ★ ABOVE 1,000,000
- ★ 500,000 - 1,000,000
- ★ 100,000 - 500,000
- 50,000 - 100,000
- 20,000 - 50,000
- 10,000 - 20,000
- 5,000 - 10,000
- BELOW 5,000

PERCENTAGE OF NON-AGRICULTURAL WORKERS TO TOTAL WORKERS

██████████	ABOVE 98.0
██████████	93.1 - 98.0
██████████	88.1 - 93.0
██████████	83.1 - 88.0
██████████	BELLOW 83.1

88° 30' E

N
22° 30'

**CALCUTTA INDUSTRIAL REGION
(HOOGHLYSIDE)
1961**

23° 0' N
KILOMETRES 8 4 0 8 16 24 32 40
24 MILES

BANSBERIA - 45,463

HOOGHLY-CHINSURAH 83,104

CHANDERNAGORE - 67,105

BHADRESWAR - 35,000

CHAMDIKHALI - 42,129

TARAKESWAR - 8,526

SINGUR - 7,195

BAIDYABATI - 44,312

SERAMPUR - 91,521

RISHRA - 38,535

KONNAGAR - 29,443, NABAGRAM COLONY - 8,866

KOTRUNG - 31,031

UTTARAPARA - 21,132

BALI - 1,200

DUMJUAR - 6,670

KOLARA - 6,495

HIBRA - 6,599

SARASWATI - 6,701

UNSANI - 6,435

JAGACHHA - 4,756

MAHARI - 4,779

HODA - 5,598

ANDUL - 4,590

JHORHAT - 6,438

MANIKPUR - 11,444, BANIPUR - 5,654

SARENGA - 10,704

PANCHALA - 9,102

BULBULIYA - 9,003

FORT CLOISTER - 13,785

BASURIA - 8,492

CHIRAPUR - 8,311

ULUBERIA - 18,809

BANITASALA - 4,979

88° 0' E

88° 30' E

CHAKDAH - 35,089

KALYANI - 4,616
GAYEDHUPUR GOVT. COLONY - 10,157
KATAGANJ-GOKULPUR COLONY - 7,544
KANCHRAPARA - 68,956
HALISAHAR - 51,423
NAIHATI - 58,457
DEULPARA - 17,797
CHATPARA - 1,47,630

GARULIA - 29,041
ICHCHAPUR DEF. ESTATE - 12,382

NORTH BARRAKPUR - 56,683
BARRAKPUR - 61,778
BARRAKPUR SUBURBAN - 16,912
NEW BARRAKPUR COLONY - 20,871
TITA GARI - 26,429
BARASAT - 29,281
MADHYAMGRAM - 18,403, NABAPALLY -
14,403, BANIPUR - 13,442, 13,657
PANHATI - 93,749
KAMARHATI - 125,457
BARANAGORE - 107,831
HODA - 10,400, 11,400
DUM-DUM AERODROME - 4,712
DUM-DUM - 20,041
SOUTH DUM-DUM - 1,11,284

CALCUTTA - 29,27,289
GARDEN REACH - 1,30,770
KASIMPUR - 1,020
GODA - 8,992
PANCHUR - 155,901
JADABPUR - 5,928
SARASWATI - 1,420
RAJPUR - 24,812
SOUTH SUBURBAN - 165,811
BATANAGAR - 6,664
NABAPALLY - 1,11,284
BUDGE-BUDGE - 39,824
BARIJUPUR - 13,608
BIRJALPUR - 11,601

88° 0' E

88° 30' E

22° 30' N

SIZE OF TOWNS

- ★ ABOVE 1,000,000
- ★★ 500,000 - 1,000,000
- ★★★ 100,000 - 500,000
- 50,000 - 100,000
- 20,000 - 50,000
- ◎ 10,000 - 20,000
- 5,000 - 10,000
- BELOW 5,000

**PERCENTAGE OF NON-
AGRICULTURAL WORKERS
TO TOTAL WORKERS**

■ ABOVE 98.0
■ 93.1 - 98.0
■■ 88.1 - 93.0
■■■ 83.1 - 88.0
■■■■ BELOW 83.1

the country by way of import duty, Rs. 72 million in export duties, Rs. 556 million in Union excise duties and Rs. 226 million in Central excise duties [14]. In 1960-61 the port imported 5.5 million tonnes of cargo and exported 4 million tonnes. Some of the articles exported are of the utmost importance to the country: e.g., in 1959, Rs. 1,000 million worth of tea, Rs. 29 million worth of raw jute and Rs. 643 million of jute fabrics (Rs. 281 million of jute sacking bags and Rs. 74 million of jute hessian bags) were exported, earning the bulk of our foreign exchange [15]. The port does full justice to its hinterland by the skill and experience with which it handles these precious cargoes. These figures in their turn will give the informed reader some idea of the transport and warehousing network that converges on the city and the volume of insurance, reinsurance and underwriting carried out every year.

The city and its port area are the natural outlet for about half the country. Its watershed starts roughly at Kanpur and stops almost in a straight line at Puri in the West and all that is east of it belongs to Calcutta by rights. It is this fact of nature added to the richness of the hinterland and the skill of local manpower, that persuaded the World Bank, the International Development Association, the Development Loan Fund and other bodies to make enormous investments of over Rs. 2,500 million since 1949, the port and the city holding out the promise to redeem them [19]. No less than 37 projects in Bihar and West Bengal committed in the Third Plan will depend in some way or other on the Port and City

of Calcutta, the total of their foreign exchange component alone running to a tidy sum Rs. 3,745 million at current prices [16]. These exclude projects in Orissa which, too, depend more on Calcutta than on any other port.

Travelling across India one is amazed not so much at the number of people who have some time or other worked in the city, but at those that have been educated or trained in it. This, oddly enough, seems to apply more to the writer's generation and later than to earlier ones when Calcutta University owned half the country. The city is richly endowed with scientific, technical and research bodies, enjoying the bounty of the Central Government, and ever since Sir Asutosh Mukherjea opened a number of faculties at the University and invited scholars and researchers from everywhere, the city has proved hospitable to them, who above all in their turn have felt at home in the metropolis. Academies like the University College of Science and the Bose Institute belong more to the nation than the State and men like Rabindranath and Abanindranath Tagore, Grierson and Suniti Kumar Chatterjee, Rajendra Prasad and Radhakrishnan, Raman and Krishnan, Bhandarkar and Jadunath Sarkar, Stella Kramrisch and Dineshchandra Sen, Bose and Saha, Ramananda Chattopadhyay and Charles Freer Andrews, Abul Kalam Azad and Subhas Chandra Bose, Arthur Moore and Satyendranath Majumdar or institutions like **The Modern Review**, **The Statesman** and **Amrita Bazar Patrika** are not only Indian but also Bengali. For, whoever bore them, it is

Calcutta that reared them, and it is to Calcutta they instinctively turned for approval in critical moments of their lives.

These indeed are at the root of Calcutta's character, which recently earned praise from no less a person than our philosopher-President. And when Jawaharlal Nehru calls it a dead city, makes no mistake, it is in mortal love and anguish and not certainly in disgust, for the next moment he is there seeing to its cleaning operations himself, in spite of his ill health, rejoicing in visions of his dear, beloved city.

It is but natural, therefore, that such a city should overreach its State, the second smallest in the country, poor in natural resources, truncated, with a running wound at its side. It is natural also that the Bengali should feel apprehensive and resentful of attempts to catapult the city on to the national plane, for he feels increasingly driven to the wall, a stranger in his own city, suffering from a sense of grievance, from which he certainly needs to be carefully nursed back. Such a state of affairs is not without its explosive aspects. Clearly, a nationwide lobby is indicated which will be solicitous of the goose that lays the golden egg, one that will be mindful of all that is at stake. This lobby has to appear as much from among the national political parties and the big industrial and commercial interests as from those who own the city and work in it. It should be the Parliament and the nation's concern. Curiously enough it is only a World Bank Report that has so far emphatically talked in those terms.

CALCUTTA IS NOT GROWING FAST ENOUGH

STRONG WALLS DO NOT A CITY MAKE. Neither palaces nor complexes nor all the well-tended parks and civic centres in the world can make a city thrive. It is such drab things as the skill of man, investment, power, transport, water, living and working space that make a city feel like reaching up to the skies. These are the victuals that keep it strong, healthy, growing. Then there is of course such a thing as a city's mind. Let us have a look at these by turns and see how they run.

It seems incredible that while West Bengal's population grew by 33 per cent in the last decade, Calcutta's should have grown by only 8, while in the same period Greater Bombay grew by about 39. Even the Calcutta Industrial Region of 1951 comprising all the 35 industrial towns on the Hooghlyside grew by no more than about 20 per cent in 1961 when it would

be legitimate to expect it to have grown by not less than 50, considering the rate of 33 for the State as a whole. The truth of the matter is indeed a paradox ; that, in spite of the squalor, the crowds, the swarming streets and pathways, the bustees bursting and spilling around, Calcutta is not growing fast enough. And if it is not growing fast enough, surely there must be good reasons for it. It is one thing consciously to plan and limit a city's growth, as is happening to the inner ring of London which is steadily thinning while the outer ring goes on rapidly swelling, and quite another to be stricken with an oppressive constriction as seems to be overtaking Calcutta. By contrast, it is heartening to read of the expectations of the Bombay Municipal Commissioner for Greater Bombay in the next twenty-year period and how that city is planning to accommodate the accelerating in-migration rate.

Calcutta's labour has not shed its skill. In fact, despite the stoppages, lockouts and strikes with which Calcutta's labour is often associated, it is generally conceded by industrialists that it more than makes up for lost time once it starts work. What is more, the discipline of the trade unions is good and once an understanding is reached in the Works Committee or adopted in the code of discipline it is respected. Maintenance and repairs are economical. Breakdowns, injury to machinery owing to lack of routine maintenance, so common elsewhere, are low. On the other hand, productivity has been noticed to go up directly with increased incentives. But it is obvious that labour will

not grow well enough if Calcutta itself does not grow fast enough. Industrialists are now agreed that the bad housing and comparatively low wages notwithstanding, the worst of the trade union disputes that raged between 1947 and 1958 are almost over, while they have just begun in other places. In fact, it is held that so self-confident do the trade unions now feel that the former bond of common interest between the working classes and the lower rungs of white collar workers which had caused so many political explosions between 1946 and 1957 has lately swung itself loose because of the relatively better wages and bargaining powers of the former.

And yet the signs are not propitious. The introduction of a uniform sale price of iron and steel a few years ago dealt a blow to the city's preeminence in the steel using industry, while revisions in the freight rates further diminished certain advantages the port cities had enjoyed over the decades. Comparisons help things to fall in their proper perspective, and they are made here to that end. For, were this writer to be writing again on what is troubling Bombay or Madras he would draw similar comparisons between them and other areas for better appreciation of trends. And in this matter Calcutta compares well with the other daughter of the modern commercial and industrial revolution in India : Bombay.

On 6 May 1962 **The Statesman** outlined the recent pattern of industrial growth in the two cities in the last decade. According to this paper average daily employment in registered

factories in West Bengal increased by less than 5 per cent in the ten years 1951-60 while it increased by 45 per cent in Maharashtra, and by 13 per cent in Gujarat. The number of scrips quoted at the Calcutta Stock Exchange has increased by about 12½ per cent since 1947 while the increase in respect of Bombay and Madras has been about 100%. The aggregate authorized capital of all newly registered companies during four years from 1956-57 to 1959-60 was Rs. 890 million for West Bengal against Rs. 2,520 million for Maharashtra and Gujarat. The all-India figure for the same period was Rs. 7,580 million. The report goes on to say that from January 1956 to March 1961, a total of 3,790 licences were issued, including 2,029 for substantial expansion of old industrial units. Of these, 625, including 361 for expansion of old establishments, went to West Bengal against 1,412 to Maharashtra and Gujarat. Of the total licences issued to Maharashtra and Gujarat 598 were for the setting up of new units and 814 for substantial expansion of the existing industries.

It is relevant in this connection to recall that in 1958-59 Maharashtra collected Rs. 510 million in income tax while West Bengal collected Rs. 541 million but in 1960-61 the former collected Rs. 526 million against the latter's Rs. 496 million.

One of Calcutta's chief attractions for the industrialist has been cheap and perennial electricity. The pre-eminence the city has hitherto enjoyed is now threatened. In 1959-60 West Bengal generated 2,243 million units out of India's

15,033, Bombay State generating 4,011 million units and Madras 1,898. But the significant point is that in 1950 Bombay was generating only 1,612 million units and West Bengal as much as 1,047 million units, while India as a whole generated only 5,107 million units. In 1950 West Bengal's installed power plant capacity was as much as 30 per cent of that of all India but in 1960-61 it was only 16 per cent. The progressive capital expenditure on electricity supply in West Bengal stood at over 23 per cent of all India's in 1950, while in 1958-59 this ratio stood at a mere 6.4. The corresponding ratios for Bombay State were 24.6 for 1950 and 18.2 for 1958-59 [17]. The bulk of the power in West Bengal is however concentrated in large cities and industrial areas. Of a total of 2,343 million units sold in West Bengal in 1959-60 about 73 per cent were consumed by the industries, but the percentage in Bombay State was not much less either, having been 71 [18]. The annual per capital industrial consumption of electricity in Bombay in 1959-60 was 48 kwh against West Bengal's 55. Bombay consumes large quantities of electricity in cement, chemicals, cotton textiles, iron and steel, paper, petroleum, silk, soap, sugar and wool, while West Bengal does so in aluminium, chemicals, collieries, jute and cotton textiles, iron and steel, paper and tanneries. But with such tardy absolute growth in electricity Calcutta now feels seriously embarrassed whenever a fresh bulk demand is made.

What about internal and suburban transport, the smooth

and rapid expansion of which makes so much for ease and extension of the commuting area for all types of workers, which also means decongestion, better housing, less density and dispersed prosperity? It will help to appreciate the dimensions when we remember that BEST of Bombay had a gross revenue of Rs. 55.5 million in 1959-60, while the Directorate of Transport in Calcutta had 32.4 million the same year [20]. In 1950-51 a total of 294 million suburban passengers originated in Bombay. In 1960-61 this figure went up to 420 millions or by about 43 per cent. But in Calcutta, although the percentage increase was high, being 59, the absolute figures were low, being a total of 38 millions originating in 1950-51 and 60 millions in 1960-61 [21].

Of more serious import has been the rather sluggish increase in wagons in inward and outward traffic in Calcutta in the last decade. The total of inward and outward wagons in Calcutta for both railways was 11.6 million in number in 1950-51 : in 1960-61 it was 13.1 million. But of still more serious import is the fact that this traffic in the East Indian and Eastern Railways which are so vital for the country, increased by only 2.5 per cent while that in the South Eastern Railway increased by 89 per cent. The East Indian, Eastern and South-Eastern Railways together, with which Calcutta is mainly concerned, increased their ton-mileage of freight from 12,935 millions in 1950-51 to 17,033 millions in 1960-61 or by 31 per cent.

In the same period the total of all ton-mileage in all railways increased by 99 per cent, some of the spectacular increases in ratios having occurred in the Central Railway (115 per cent), East Panjab, Bikaner and Jodhpur and Northern (818 per cent), North Eastern (126 per cent), Western (150 per cent) and Southern Railways (62 per cent) [22]. Such differential rates of growth, again, create their own problems for the country and particularly for the most important national zone of basic industries : West Bengal and South Bihar.

As for the city's water supply and disposal of sewage they are so constantly in the public eye and the facts are so stark that it is unnecessary for the present writer to go into the details. Suffice here to recall that the Calcutta Metropolitan Planning Organisation was originally contemplated as a Metropolitan Water and Sanitation Board. It will also be pertinent to recall that as early as 1951 it was held by the Census authorities that the current state of the water supply and the volume of sewage disposal would not be able to support a much larger population than what the city had returned that year. The 1951-61 rate of population growth, therefore, should cause no surprise when these facts are remembered [23].

Apart from such occasional sensational prices as Rs. 75,000 per 720 sq.ft. knocked down by a recent Calcutta Improvement Trust auction, the stiff land prices of the Calcutta metropolitan

area and the difficulties of buying any land at all are enough to daunt even the most indomitable entrepreneur. I have heard it on good authority that land in Delhi's Diplomatic Enclave is dearer than some of the most precious land in California. Well, any land in the suburbs of Calcutta is several times dearer than in Delhi's Chanakyapuri. Clearly, where prices rule so high the small entrepreneur does not have much of a chance in spite of the advantages of transport, power and the largest wholesale market in the country. The government can and does acquire land on behalf of private industrial projects but they must be important and sizeable enough to satisfy a public interest which not all can claim or substantiate. Besides, land acquisition is dilatory, vexatious and litigious, wasteful of funds and can often lose itself in the morass of a mandamus. Even when land is secured at a price in the fringe areas in Howrah, Hooghly or 24-Parganas, the development costs are high and the cost of approach roads, railway sidings, electricity connexions, and of general development, should the land be low, is enough to frighten the stoutest of hearts. The Government has not yet thought fit to acquire or notify land for industrial estates, except for a small area in Howrah and another small one in Baruipur, nor, one is told, can it afford the funds for such a project. But whenever it has tried its hand at it, even if in no more than a small way, it has been more than rewarded by the industrial investor. But prices soar as they mop up whatever land is still left, and it always seems too late to start today, not to speak of tomorrow.

THE TROUBLE WITH CALCUTTA

WHO ARE YOUR REFORMERS? asked a friend, some time ago, as we sat discussing the city, and caught me fumbling for an answer. 'For my city, Philadelphia, I could name a few for whom the city seems to be one of the main passions in their lives'.

Indeed, it would be difficult to hit upon a group of names that would ring true. Among the Mayors Subhaschandra Bose was probably the last great name. The 1881 Census report for Bombay city wailed at Bombay's misery, thinking wistfully of Calcutta's prosperity. The tables were turned in the present century. For, Bombay's affairs were quickly taken over by a band of dedicated industrialists, businessmen, and entrepreneurs who were large in vision, big in money and unsparing of effort. Bombay was their passion, their destiny,

and apart from straining all their surplus energy for the good and prosperity of the city, they gave away their own money in trusts and charities to make Bombay strong, cultured, beautiful. Their skill in managing big industries was reflected in the beauty and orderliness of Bombay's growth. Their business sagacity was reflected in the municipal tax structure ; their planning acumen bore fruit in the municipal building laws. Their ideas of growth compelled them periodically to appoint expert committees to plan on a larger and still larger scale and bring within municipal limits larger and still larger areas until Bombay today is 186 sq. miles in area and even thinking of further absorbing large portions of Thana, Bassein, Kalyan and Alibag, while Calcutta is still at 38 sq. miles and by no means agreed that it should bring under one authority at least the urban areas of the Hooghlyside Industrial Region which are no more than 170 square miles inclusive of the city's 38 [23].

Calcutta has grown quite differently. The city's big industrialists and businessmen came from elsewhere with no thought of a stake in the city to start with. Very many of them remained, and still remain, aloof from the affairs of the city, some out of a sense of diffidence, and of not belonging, others from an unwillingness to get more involved than is good for their work. The bulk of them have been content to get the most of what the city has had to offer but have hardly ever thought of placing themselves as a group at its service. Thus developed an unfortunate dichotomy. The city's councillors have been mostly drawn from the liberal professions, the

academies, bureaucrats, owners of real estate, rentiers, who sprang from the middle classes, to whom their primary charge was themselves and their kin, and not the producer or entrepreneur. And like all professional men and bureaucrats all over the world they secretly felt out of sympathy with and disinclined to understand or help the producer or entrepreneur. Thus business and industry made headway in Calcutta in spite of the Calcutta Corporation rather than through its active cooperation. This trend has unfortunately continued to this day to the point of even favouring a flight of capital. The first task seems to be to turn the tide, as the writer implied in the last chapter, and win back the loyalty and stake of the industrialist and entrepreneur. This applies even more to the other towns of the Hooghlyside than to Calcutta. Mistrust and an attitude of mutual exploitation must be made to give way to meeting each other more than half way. This can only be brought about by a fiat of the central authority, from a proper appreciation of what is missing and what is at stake.

I sometimes wonder whether there is any other city in the world of Calcutta's size and importance, where the land values are so high and yet the majority of the houses are tumbledown, single or doublestoreyed, inefficient, wasteful structures or rather shacks which are again owned by petty clerks, civil servants, teachers, professional men, widows and petty rentiers of small means. One cannot help feeling that

this is how the native gets his own back on the invading entrepreneur. The former controls the Corporation and through it holds on to the land. The latter controls the funds and 'slowly and relentlessly squeezes the former out of hearth and home'. And between the two of them, the former has succeeded through his alliance with the bureaucracy in setting up the Maginot Line of the Rent Control Order which must tumble down if Calcutta is to grow, but not before it has wrought the damage of a lifetime.

In a scarce money market real estate is unattractive for it fetches low returns. It is doubly so if restrictions are imposed on the returns themselves. Building in Calcutta will always be a secondary proposition so long as the Stock Exchange rules high and strident. A glance at Calcutta's building history will show that the last spate of building on any scale occurred between 1926 and 1935 when business and industry were low and stocks were down in the dumps. In spite of the unprecedented prosperity of the Second War and post-War years men who got rich quick did not think it wise to invest in real estate, not only because they were afraid to disclose their assets but because of the terror of the Rent Control Order which would not permit them more than $6\frac{1}{4}$ per cent net. This inhibited flatted growth of the Bombay type, of cooperative residences of the Ahmedabad or Madras type, of building colonies of the Delhi, Bangalore or Pataliputra type. For, in Calcutta you are safe only when you build for yourself, for you never know when you will be stabbed with the Rent Control Order, and then all will be up with your precious

money. The rest of your life you will be in the world of Kafka's **Trial**. This explains why in Calcutta associations like the Bengal Chamber of Commerce alone can build luxury flats and miniature skyscrapers and that only for their own executives. You cannot even build with the hope of letting out office space, for there, too, you are up against the law. A few weeks ago, a newspaper concern in Delhi built its own large house, the bulk of it to let for Rs. 1.50 a square foot. This meant Rs. 18 per annum, while the land and building costs would scarcely be more than Rs. 22 per square foot. In short, a return of more than 80 percent on the gross in the first year, against Calcutta's $6\frac{1}{4}$ per cent net. This is the simple arithmetic that makes Delhi look vast and sprawling like a milky way to one coming down from the air at night and Calcutta careworn and constricted.

If more explanations were needed, there are the kinks in the inheritance laws, the unimaginative and even antisocial tax laws which favour rather than punish the perpetuation of vacant sites, encourage the building of low, uneconomic structures rather than the maximisation of building space, the lacunae in the municipal election and rate laws, and many other small things that encourage the tyranny of the weak.

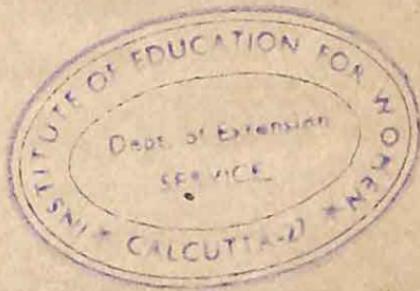
Let us take the bull by the horns. The Calcutta Improvement Trust has for several decades past worked both efficiently and imaginatively on Patrick Geddes's theme of conservative surgery. Land prices in Calcutta being about the highest in the world, wherever the Trust has torn down

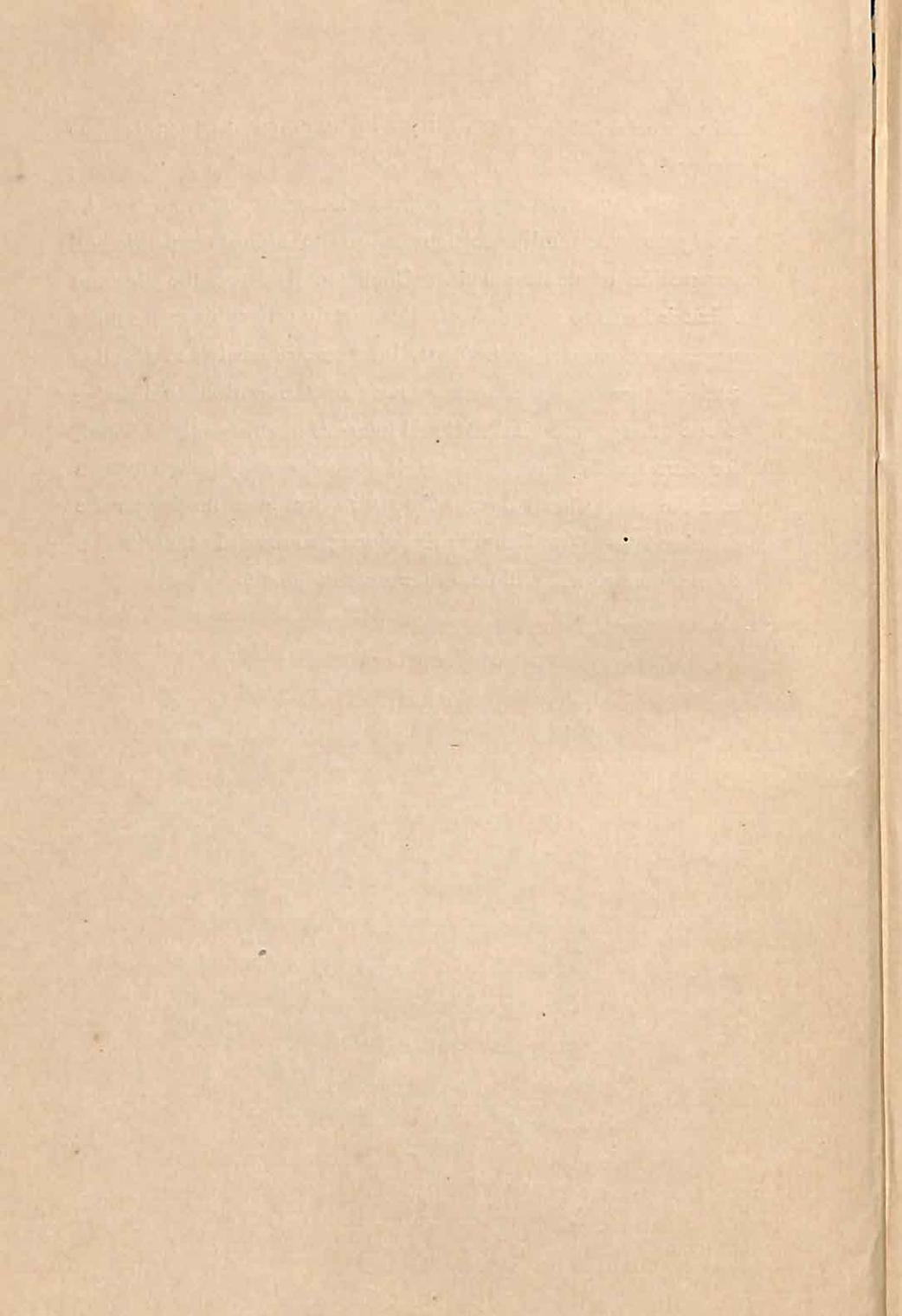
old structures and improved the land, the cost of the improved land has invariably proved beyond the means of the native Bengali. Thus the bulk of the improved land has passed into the hands of non-Bengalis, with the result that the Bengali now looks upon the Improvement Trust as an engine of oppression and eviction, rather than the beneficent instrument it is. The Trust is resented and it is possible to imagine that even the trustees themselves are riddled with doubts : improvement for whom ? On the other hand, as I have suggested in my first chapter, the native Bengali's welfare deserves to be safeguarded even in the national interest and ways and means have to be found, which the Trust seems to have constantly lacked. For one would have thought that one way of opening up and redensifying Calcutta, and yet keeping the climate from going explosive, would be for the Trust to build large, multi-storeyed blocks on the improved land itself and make the first offer of them on outright or hire purchase to the persons whose houses had been demolished, thus booking in advance their compensation money. It is difficult to see why this has not been thought feasible even on a pilot scale so far. And yet it is so vital to involve the resident and the entrepreneur equally, to nurse them into taking legitimate pride in the city, to inject a sense of belonging, to make them feel zealous about the city's worth. It is not nearly enough for a shock force to lift the garbage once in a while. The citizen must also begin to feel that he cannot defile or desecrate public places. But before he does so he must feel secure that the city belongs to him.

The greater sore today is not the slum in the heart of the city but the intolerable rural slum in the suburb, without hope of water, sewage and sewerage and without a public voice. One would have thought that the city and the government would be quick to take advantage of the central schemes of low-income, middle-income and industrial housing. But these schemes themselves had a number of such sisyphean features built into them that neither a public body nor a private entrepreneur would willingly bite, with the result that the record of even industrial housing which is such a crying need is pathetically lean. Thus of a total of 9,886 houses sanctioned in the first two Plans under the 'Subsidized Industrial Housing Scheme' for West Bengal, only 5,920 were completed. Of 1,082 houses sanctioned during the First Plan under the 'Low Income Group Housing Scheme' none were put up, while of 3,702 houses sanctioned in the Second Plan only 1,820 were built. Nothing was done in the First Plan under the 'Slum Clearance Scheme' but in the Second Plan 800 dwelling units were constructed although 2,224 were sanctioned. Large sums of money allocated or sanctioned had to be surrendered [24].

One cannot make a silk purse out of a sow's ear. Apart from the academic debate whether a Master Plan is at all necessary for a city like Calcutta which it undoubtedly is, a city like Calcutta is capable of growing faster than the most generous of estimates, (even in London,

Abercrombie's Master Plan, hailed with fanfare in 1946, is now generally considered limited and unimaginative), a perfect plan may discourage as well as challenge. Discourage by being so vast and ambitious as to be almost academic and impossible of achievement. Challenge because the human spirit is loath to take defeat. But certain other things are more urgent and cannot wait. Petty interests are hardest to dislodge and it therefore needs the power of the nation to dislodge them. Large and vital national interests ought to take a hand, for fortunately enough there is no real enmity between them and the purely local ones. Calcutta's loss can no longer be dismissed as West Bengal's loss alone ; so much is at stake and so much more will still be on the national plane.





T A B L E S

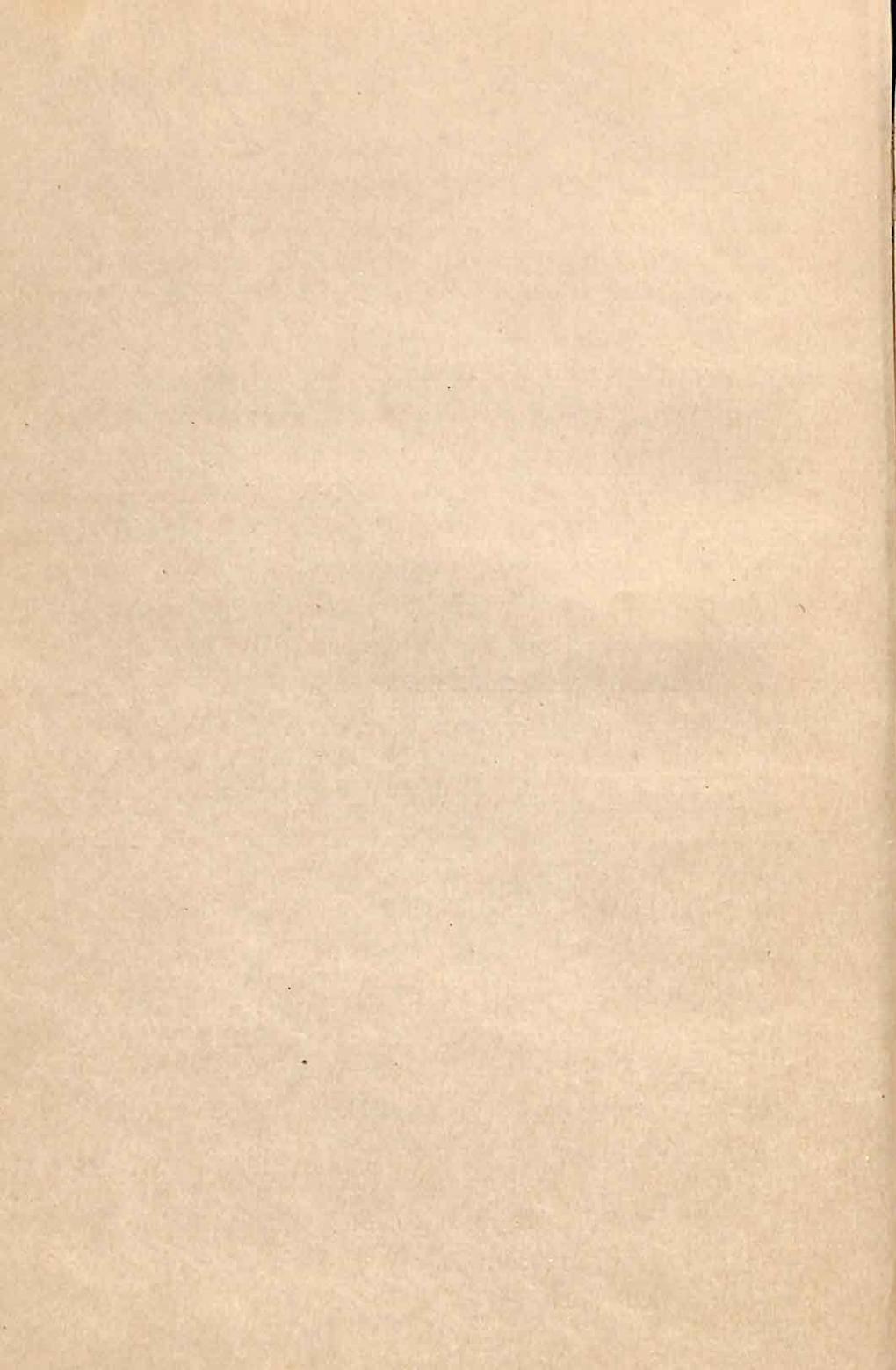


Table 1

Percentage Distribution of the Population of Calcutta Industrial Region by Languages Spoken—1951 Census

Language	Number of persons speaking different languages as percentage to total population.		
	Males	Females	Total
1	2	3	4
1 Bengali	64.60	75.68	68.77
2 Hindi	22.53	14.50	19.50
3 Urdu	6.20	5.23	5.83
4 Oriya	3.03	1.04	2.28
5 English	0.66	0.75	0.69
6 Gurmukhi	0.62	0.42	0.54
7 Nepali	0.56	0.41	0.50
8 Telugu	0.47	0.33	0.42
9 Gujarati	0.21	0.45	0.30
10 Tamil	0.24	0.17	0.21
11 Marathi	0.09	0.15	0.11
12 Assamese	0.11	0.09	0.10
13 Chinese	0.09	0.12	0.10
14 Punjabi	0.12	0.06	0.10
15 Marwari	0.12	0.06	0.10
16 Santali	0.09	0.02	0.06
17 Malayalam	0.05	0.03	0.04
18 Sindhi	0.02	0.05	0.03
19 Burmese	0.02	0.01	0.02
20 Hebrew	0.01	0.01	0.01
Total	99.84	99.58	99.71
ALL LANGUAGES	100.00	100.00	100.00

Source : *Census of India 1951, Vol. VI West Bengal Part II*

Table 2

Type of industry	1958			1959			1960		
	West Bengal	Other States	Total	West Bengal	Other States	Total	West Bengal	Other States	Total
1	2	3	4	5	6	7	8	9	10
Printing Press	76.82	23.18	100.00	77.02	22.98	100.00	78.96	21.04	100.00
Glass	...	...	...	50.04	49.96	100.00	51.82	48.18	100.00
Chemical	53.78	46.22	100.00	56.43	43.57	100.00	54.14	45.86	100.00
Paper Mill	26.21	73.79	100.00	25.91	74.09	100.00	27.28	72.72	100.00
Rubber	42.13	57.87	100.00	44.93	55.07	100.00	43.60	56.40	100.00
Others	46.82	53.18	100.00	46.71	53.29	100.00	51.86	48.14	100.00

Source : *Labour in West Bengal in 1961, Government of West Bengal, 1961*

Table 3

	1958			1959			1960		
	West Bengal		Others	West Bengal		Others	West Bengal		Others
	1958	1959	1960	1959	1960	1959	1960	1959	1960
Managing Agency	56.85	43.15	52.42	47.58	52.30	47.70	47.70	47.70	47.70
Banking	61.41	38.59	62.42	37.58	64.33	35.67	35.67	35.67	35.67
Insurance	73.02	26.98	73.40	26.60	75.51	24.49	24.49	24.49	24.49
Export, Import and Wholesale Trading	52.15	47.85	53.05	46.95	53.48	46.52	46.52	46.52	46.52
Brokers	50.44	49.56	52.03	47.97	53.81	46.19	46.19	46.19	46.19
Trades Association	51.36	48.64	52.00	48.00	54.94	45.06	45.06	45.06	45.06
Engineers & Contractors	55.36	44.64	54.41	45.59	55.95	44.05	44.05	44.05	44.05
Manufacturing	59.06	40.94	58.41	41.59	59.01	40.99	40.99	40.99	40.99
Airways	43.73	56.27	39.30	60.70	32.26	67.74	67.74	67.74	67.74
Shipping	49.36	50.64	47.63	52.37	47.51	52.49	52.49	52.49	52.49
Inland Water Transport	19.53	80.47	8.38	91.62	18.82	81.18	81.18	81.18	81.18
Road Transport	71.43	28.57	78.38	21.62	76.27	23.73	23.73	23.73	23.73
Tramways	23.88	76.12	24.64	75.36	24.62	75.38	75.38	75.38	75.38
Power Generation	25.49	74.51	24.50	75.50	24.37	75.63	75.63	75.63	75.63
Miscellaneous (All Combined)	63.01 (50.99)	36.99 (49.01)	56.76 (50.22)	43.24 (49.78)	51.50 (49.85)	48.50 (50.15)	48.50 (50.15)	48.50 (50.15)	48.50 (50.15)

Source : *Labour in West Bengal in 1961, Government of West Bengal, 1961*

Table 4

**Number of Registered Factories and Average Employment per Day
in West Bengal, 1958-60**

Year	No. of registered factories	Average daily employment
1958	3,881	6,70,013
1959	4,041	6,75,209
1960	4,288	7,04,387

*Source : Chief Inspector of Factories, West Bengal
quoted in Labour in West Bengal in 1961*

Table 5

Average Daily Employment, Total Wage Bill and Average Annual Money Earnings of Persons Employed in Factories, 1959

States	Earning less than Rs. 200 per month by States 1959			Earning less than Rs. 400 per month by States 1959		
	Average daily employment	Total wage bill (Rs. 000)	Average annual earnings (Rs.)	Average daily employment	Total wage bill (Rs. 000)	Average annual earnings (Rs.)
1	2	3	4	5	6	7
Andhra Pradesh	44,193	39,122	885.3	44,573	39,944	896.1
Assam	8,626	13,864	1,607.3	9,455	17,505	1,851.4
Bihar	1,10,329	1,49,893	1,358.6	1,23,706	2,07,432	1,676.8
Bombay	7,36,559	11,03,166	1,497.7	7,79,744	12,50,012	1,603.1
Madhya Pradesh	67,171	87,668	1,305.1	2,22,186	2,80,382	1,261.9
Madras	18,529	19,929	1,075.6	...	...	...
Orissa	...	...	...	...	...	...
Punjab	1,54,365	1,75,077	1,134.2	1,58,399	1,87,760	1,185.4
Uttar Pradesh	5,03,978	6,17,821	1,225.9	5,22,628	6,78,178	1,297.6
West Bengal						

Source : *Annual Returns under the Payment of Wages Act of 1936.*

Table 6

Transactions in Postal Savings Banks in Selected Cities, 1960-61

Sl. No.	Name of Unit	Extent of Areas comprising the Unit	No. of S. B. Accounts as on 31.3.61	Amount of deposits during 1960-61	Amount of withdrawals during 1960-61	Total balance at credit on 31.3.61
1	2	3	4	5	6	7
1	Calcutta	Calcutta G. P. O	216,359	5,69,91,422.00	4,93,28,299.93	14,07,87,103.85
		Barabazar	115,915	2,72,87,816.51	2,48,05,764.46	6,36,53,002.92
		Howrah	123,054	2,75,37,899.56	2,35,92,604.60	5,76,02,580.03
		Alipore	124,842	3,22,52,045.04	2,56,71,048.96	5,99,26,191.74
24	Parganas	Barrackpore	79,836	2,01,73,806.87	1,65,00,155.56	3,73,67,858.65
		Chinsurah	57,635	1,55,89,341.68	1,34,29,852.51	3,03,62,580.03
2	Bombay	Greater Bombay	307,288	7,68,25,781.79	7,61,40,921.90	18,28,48,867.64
3	Delhi	Delhi State	260,424	9,43,83,353.54	8,02,12,957.94	16,06,21,791.04
4	Madras	Madras G. P. O.	106,927	2,58,35,693.85	2,08,41,884.68	2,94,14,909.35
		Chingleput H. O.	39,081	79,33,047.00	66,41,801.32	77,39,531.07
5	Bangalore	Bangalore H. O.	61,685	1,16,16,716.07	1,06,63,903.48	1,35,97,103.67
6	Ahmedabad	Ahmedabad City	65,789	2,33,38,827.07	1,99,28,772.04	4,38,89,290.97
7	Kanpur	Kanpur District	100,672	2,37,32,096.11	1,98,03,525.49	5,20,24,791.94

Source : Annual Returns of Director General of Posts and Telegraphs, New Delhi

Table 7

Postal Money Orders Sent out from Selected Cities, 1960-61

Name of Unit	Extent of areas comprising the Unit	No. of Money Orders issued	Value of Money Orders issued
1	2	3	4
Calcutta	Calcutta	2,417,594	12,24,17,732
	Barabazar	924,466	3,80,64,670
	Howrah	926,725	3,92,44,015
24 Parganas	Alipore	739,394	3,42,54,765
	Barrackpore	601,657	2,64,01,596
Hooghly	Chinsurah	377,527	1,59,96,272
Bombay	Greater Bombay	5,170,121	23,06,17,343
Delhi	Delhi State	1,790,929	7,69,72,624
Madras	Madras G.P.O.	1,778,795	5,94,19,496
	Chingleput H.O.	364,857	97,20,317
Bangalore	Bangalore H.O.	860,277	2,74,81,444
Ahmedabad	Ahmedabad City	570,049	2,66,13,637
Kanpur	Kanpur District	664,790	2,68,51,111

Source : *Annual Returns of Director General of Posts & Telegraphs, New Delhi*

Table

Estimated Number of Unregistered Articles of Letter & Parcel
booked for the year

Circle	Paid Articles other than P&T Service	Unregistered Articles other than P&T Service	Letters P. & T. Service	Letter Cards
1	2	3	4	
Andhra	72,534,681	15,575,907	28,223,966	
Assam	34,115,013	5,326,810	6,527,765	
Bihar	91,190,276	12,384,320	18,156,821	
Bombay	165,114,981	36,044,743	52,050-853	
Central	42,169,443	9,863,082	15,363,008	
Delhi	44,138,462	5,932,293	13,346,356	
Madras	172,287,622	34,901,067	80,363,775	
Mysore	54,691,577	11,924,107	17,962,797	
Orissa	22,686,915	5,372,461	7,750,646	
Punjab	53,498,341	8,398,233	25,629,363	
Rajasthan	50,273,878	7,507,060	13,623,157	
U. P.	111,052,351	23,715,225	37,453 513	
W. Bengal	149,467,847	38,135,489	33,223,789	
Total				
(1960-61)	1,063,221,387	215,080,797	349,675,809	
Total				
(1959-60)	1,015,382,228	198,441,730	321,812,309	
Percentage increase (+) or decrease (-) of the total no. of articles in 1960-61 compared with 1959-60.		+4.7	+8.4	+8.7

Source : Annual Returns of Director

**Mail Given out for Delivery & Actual Registered Articles
1960-61**

Articles other than P & T Service	Post Cards		Regd. Newspapers	Ordinary Unregd.	Packets P.&T. Service
	5	6		7	8	9
120,348,302	353,059	15,797,488	23,889,485	37,908	
30,619,016	367,503	5,837,211	9,269,463	25,811	
119,106,702	941,204	14,294,912	20,524,472	122,588	
287,940,746	1,063,479	51,437,445	77,239,480	69,037	
69,580,137	1,093,644	10,015,366	16,243,596	78,918	
47,438,714	3,217,762	16,363,028	27,896,403	179,554	
190,145,874	1,209,975	31,264,833	49,025,993	80,378	
76,019,024	455,546	13,745,091	20,385,329	23,856	
31,637,055	107,023	5,506,702	6,027,740	39,733	
102,464,579	325,736	8,690,911	15,022,565	24,872	
81,572,394	547,760	13,915,965	14,177,565	13,323	
198,694,487	1,317,415	30,503,547	39,729,288	144,540	
209,708,962	2,912,517	34,590,765	78,085,366	565,124	
1,565,275,992	13,912,623	251,963,264	397,514,745	1,405,642	
1,510,040,426	12,456,750	220,816,149	377,223,529	1,518,504	
+ 3.7	+ 11.7	+ 14.1	+ 5.4	- 7.4	

General of Post and Telegraphs, New Delhi.

Table

Regional Distribution of Offices in India

Number of offices opened Number of offices closed

during 1961 during 1961

State/Union Territory	Number of offices opened during 1961					Number of offices closed during 1961				
	1	2	3	4	5	6	7	8	9	
States										
Andhra Pradesh	...	12	...	12	...	1	...	1	...	
Assam	...	3	...	3	...	...	1	1	1	
Bihar	...	11	...	11	...	...	...	...	...
Gujarat	...	21	...	21	...	...	...	...	...
Kerala	...	14	...	14	...	1	...	1	1	
Madhya Pradesh	...	10	...	10	...	48	17	65	65	
Madras	...	17	1	18	...	2	3	5	5	
Maharashtra	...	30	...	30	...	5	5	10	10	
Mysore	...	20	...	20	...	5	3	8	8	
Orissa	...	6	...	6	...	2	6	8	8	
Punjab	...	9	...	9	...	...	4	4	4	
Rajasthan	...	14	...	14	...	4	...	4	4	
Uttar Pradesh	...	10	...	10	...	1	...	1	1	
West Bengal	2	12	...	14	...	1	1	1	2	
Jammu & Kashmir	1	...	1	...	...	1	3	4	4	
Union Territories										
Delhi	...	6	...	6	...	...	...	...	...
Himachal Pradesh	
Manipur	
Pondichery	
Tripura	...	1	...	1	...	...	...	...	...
Andaman & Nicobar Islands	
Total	2	197	1	200	...	71	45	116	...	
Number of reporting banks										

Notes—The figures are based on the returns in Form IX submitted and relate to their offices in the whole of India and offices in the case of scheduled banks. In the case of which have been refused a licence but have not been * Figures given under this column are adjusted for 118 or have been taken over by scheduled banks and are

Source : "Trend and Progress of Banking in India during the year

of Banking Companies, 1961

Net increase (+) or decrease
(-) during 1961Number of offices as on
December 31, 1961

10	11	12	13	14	15	16	17	Foreign banks	Indian scheduled banks*	Non-scheduled banks*	Total	Foreign banks	Indian scheduled banks*	Non-scheduled banks*	Total
								10	11	12	13	14	15	16	17
...	+ 17	- 6	+ 11	...	329	3	332								
...	+ 3	- 1	+ 2	...	45	10	55								
...	+ 11	...	+ 11	...	175	5	180								
...	+ 21	- 1	+ 20	1	333	3	337								
...	+ 11	- 62	- 51	4	238	315	557								
...	+ 14	- 9	+ 5	...	186	10	196								
...	+ 22	- 14	+ 8	9	596	203	808								
...	+ 44	- 22	+ 22	17	566	26	609								
...	+ 49	- 37	+ 12	1	423	53	477								
...	+ 6	- 4	+ 2	...	53	...	53								
...	+ 5	...	+ 5	4	322	14	340								
...	+ 13	...	+ 13	...	174	2	176								
...	+ 9	- 1	+ 8	2	456	27	485								
+2	+ 11	- 3	+ 10	21	235	34	290								
...	+ 1	- 2	- 1	1	13	12	26								
...	+ 6	...	+ 6	11	150	6	167								
...	...	...	...	...	9	...	9								
...	...	...	...	...	2	...	2								
...	...	...	...	...	7	...	7								
...	+ 1	...	+ 1	...	4	...	4								
					1	...	1								
+2	+244	-162	+84	17	4317	728	5111								
				15	68	289	372								

by banking companies under the Banking Companies Act, 1949
 exclude administrative, seasonal, temporary and non-banking
 non-scheduled banks, offices of non-reporting banks and banks
 deleted from the list of banking companies, have been included.
 offices of non-scheduled banks which have amalgamated with
 distributed over various States.

1961" issued by Reserve Bank of India, Statement 26, pp. 94-95

Table

Part A—Distribution by State of

State/Union Territory	Population *	Number of banks operating in the State		Number 1960	Percentage of 5 to total offices
		1960	1961		
1	2	3	4	5	6
States					
1 Andhra Pradesh	3,60,00,000	20	20	315	8
2 Assam	1,19,00,000	6	7	42	1
3 Bihar	4,65,00,000	11	13	160	4
4 Gujarat	2,06,00,000	19	18	313	8
5 Jammu & Kashmir	36,00,000	7	7	13	...
6 Kerala	1,69,00,000	25	22	231	6
7 Madya Pradesh	3,24,00,000	14	15	170	4
8 Madras	3,37,00,000	40	37	586	14
9 Maharashtra	3,95,00,000	53	48	545	13
10 Mysore	2,35,00,000	30	29	379	9
11 Orissa	1,76,00,000	7	7	47	1
12 Punjab	2,03,00,000	22	20	317	8
13 Rajasthan	2,01,00,000	11	9	165	4
14 Uttar Pradesh	7,38,00,000	25	25	453	11
15 West Bengal	3,50,00,000	35	35	244	6
Union Territories					
1 Delhi	26,00,000	34	30	162	4
2 Himachal Pradesh	13,00,000	4	4	11	...
3 Manipur @	5,78,000	2	2	2	...
4 Pondicherry @	83,000	4	4	7	...
5 Tripura	11,00,000	3	3	3	...
6 Andaman & Nicobar Islands	63,000	1	1	1	...
Total :	43,71,24,000			4,166	

Notes : 1. Figures are as on the last Friday of the year
 2. Population figures are provisional and are

* Rounded off to the nearest lakh or thousand as

@ population figures are based on

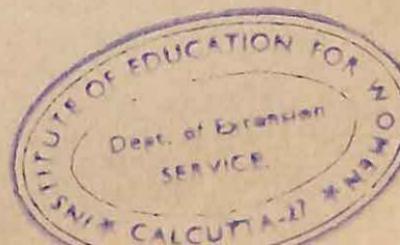
Source : "Trend and Progress of Banking

Banking Offices in India 1960 and 1961

Population per office	Number	Percentage of 8 to total offices	Population per office
1960	1961	1961	1961
7	8	9	10
114,286	332	8	108,434
283,333	45	1	264,444
290,625	178	4	261,236
65,815	334	8	61,677
276,923	14	...	257,143
73,160	241	5	70,124
190,588	185	4	175,135
57,509	608	14	55,428
72,477	584	13	67,637
62,005	426	10	55,164
374,468	53	1	332,075
64,038	322	7	63,043
121,818	179	4	112,291
162,914	460	10	160,435
143,443	257	6	136,187
16,049	172	4	15,116
118,182	10	...	130,000
289,000	2	...	289,000
11,857	7	...	11,857
366,667	4	...	275,300
63,000	1	...	63,000
104,927	4,414		99,031

and relate to 91 banks in 1960 and 81 banks in 1961.
based on 1961 census.
the case may be.
1951 census.

in India During the Year 1961".



Table

Part B—Deposits and Advances in India of
DEPOSITS

Amount (in lakhs of rupees)	Percentage of 11 to total deposits	Per capita deposits	Amount (in lakhs of rupees)	Percentage of 14 to total deposits	Per capita deposits
1960	1960	1960	1961	1961	1961
11	12	13	14	15	16
1 50,05	2.7	13.9	58,95	3.0	16.4
2 15,96	0.9	13.4	17,70	0.9	14.9
3 50,04	2.7	10.8	56,34	2.9	12.1
4 120,20	6.4	58.3	136,01	6.9	66.0
5 9,45	0.5	26.3	10,98	0.6	30.5
6 43,28	2.3	25.6	51,65	2.6	30.6
7 43,23	2.3	13.3	53,80	2.7	16.6
8 120,55	6.4	35.8	126,49	6.5	37.5
9 435,88	23.3	110.3	477,89	24.4	121.0
10 64,78	3.5	27.6	77,59	4.0	33.0
11 6,92	0.4	3.9	7,83	0.4	4.4
12 93,92	5.0	46.3	101,30	5.2	49.9
13 29,46	1.6	14.7	33,83	1.7	16.8
14 119,97	6.4	16.3	132,69	6.8	18.0
15 285,88	15.3	81.7	311,79	15.9	89.1
1 375,55	20.1	1,444.4	300,66	15.3	1,156.4
2 83	...	6.4	94	...	7.2
3 46	...	8.0	59	...	10.2
4 2,15	0.1	259.0	269	0.1	324.1
5 93	...	8.5	92	...	8.4
6 7	...	11.1	10	...	15.9
186,954		42.8	1960,71		44.9

Scheduled Banks 1960 and 1961

ADVANCES

Amount (in lakhs of rupees)	Percentage of 17 to total advances	Per capita advances	Amount (in lakhs of rupees)	Percentage of 20 to total advances	Per capita advances
1960	1960	1960	1961	1961	1961
17	18	19	20	21	22
45,82	3.9	12.7	48,10	3.7	13.4
4,00	0.3	3.4	5,02	0.4	4.2
19,54	1.7	4.2	24,19	1.9	5.2
75,81	6.5	36.8	79,03	6.1	38.4
62	0.1	1.7	1,23	0.1	3.4
28,60	2.4	16.9	30,83	2.4	18.2
26,46	2.3	8.2	26,25	2.0	8.1
100,22	8.6	29.7	119,76	9.3	35.5
354,64	30.4	89.8	384,01	29.9	97.2
43,56	3.7	18.5	52,93	4.1	22.5
4,06	0.3	2.3	5,43	0.4	3.1
32,23	2.8	15.9	34,57	2.7	17.0
21,32	1.8	10.6	15,67	1.2	7.8
73,38	6.3	9.9	76,04	5.9	10.3
283,36	24.3	81.0	326,25	25.4	93.2
51,59	4.4	198.4	53,78	4.2	206.8
13	...	1.0	45	...	3.5
2	...	0.3	2	...	0.3
2,03	0.2	244.6	2,50	0.2	301.2
6	...	0.5	5	...	0.5
...
1,167,44		26.7	1,286,11		29.4

Table 11

Net Demand of Income-tax in West Bengal and in India, 1959-60

State and proportion	Number of Assessee	Income Rs. (000)	Income-tax Rs. (000)	Super-tax Rs. (000)	Surcharge Rs. (000)
1	2	3	4	5	6
1 West Bengal	193,572	2,507,200	404,020	479,324	28,789
2 India	1,388,959	12,045,710	1,429,945	1,398,080	121,375
Percentage of West Bengal to India	13.94	20.81	28.25	34.28	23.72
Percentage of Total of Cols. 4,5 & 6 of West Bengal to that of India					30.93

Source : 1. *Government of India, Central Board of Revenue "Income-tax Revenue Statistics for the year 1959-60 for the State of West Bengal", Statement No. 3 Page 1.*

2. *Government of India, Central Board of Revenue "All-India Income-tax Revenue Statistics for the year 1959-60."—All India Statement No. 3 Page 1.*

Table 12

Number of Joint Stock Companies & Their Paid-up Capital in West Bengal and the Share of this Total to that for All India—By Classes and Subclasses—for 1958-59.

	Class	Percentage of West Bengal to India	
		Number	Paid-up Capital
I	Agriculture and Allied activites	52.28	50.44
II	Mining and Quarrying	67.32	45.47
III	Processing and Manufacture, Total	42.13	18.35
	1 Sugar Industries	26.92	13.49
	2 Tobacco	42.86	85.78
	3 Textiles*	33.51	24.54
	4 Leather & Leather Products	41.28	47.17
	5 Iron & Steel (basic manufacture)	77.87	7.34
	6 Chemical and Chemical Products**	47.38	16.68
	7 Products of Petroleum and Coal	27.59	0.61
	8 Manufacture of Cement (hydraulic)	30.30	4.00
IV	Construction and Utilities	30.28	16.68
V	Commerce (trade & finance), Total	42.23	34.44
	1 Trade (wholesale and retail)	44.93	43.02
	2 Real estate, Land & Estate Cos. & Similar organisations (Excluding Agricultural Land)	68.75	51.74
	3 Insurance Companies	33.92	23.29
	4 Banking, Loan Cos. and other Financial Institutions	22.78	22.39
VI	Transport, Communication & Storage, Total	34.86	19.54
	1 Transport by water	60.48	14.72
	2 Railway Transport	78.57	81.61
VII	Community and Business Service	59.37	43.77
VIII	Personal & Other Services	43.72	19.83
	Grand Total	43.36	23.40

Notes : *Includes textile, spinning and finishing (including bleaching, dyeing and printing)

**Includes basic industrial chemicals, fertilizers and power alcohol including chemical products not elsewhere specified.

Source : CSO—"Statistical Abstract of the Indian Union 1961"—Statement No. 54—pp. 154-159.

Table 13

Gross Weight of Cargo Handled at Calcutta Port and Six Major Ports (000' tonnes)

Ports	1959-60	
	Imports	Exports
1	2	3
A. Calcutta		
1 Coastal trade	1,297	1,300
2 Foreign trade	3,763	3,449
3 Total	5,060	4,749
B. Six Ports (Total)		
4 Coastal trade	4,552	4,167
5 Foreign trade	15,499	7,195
6 Total	20,051	11,362
C. 3 as percentage of 6	25.10	41.79

Six major ports : Calcutta, Bombay, Madras, Vishakhapatnam, Cochin, Kandla.

Source : *Statistical Handbook of the Indian Union* :
1961, CSO.

Table 14

Duties Collected at Calcutta Customs Zone and by Collectorate of Central Excise, Calcutta, 1959-61

	1959-60 Rs.	1960-61 Rs.	1961-62 Rs.
Import Duty	43,59,73,414	48,80,29,466	58,26,84,606
Export Duty	8,93,56,072	7,95,66,335	7,15,72,220
Union Excise Duty, Central Collectorate			
Excise, Calcutta & Orissa	51,16,53,856	46,89,50,502	55,56,21,000
Central Excise Collectorate West Bengal*	*	19,81,47,200	22,62,33,000

*Separate Collectorate formed since 1960-61.

*Source : Department of Commercial Intelligence
and Statistics, Calcutta.*

Table

**Quantity and Value of Tea, Coal, Mineral Ores,
Calcutta Custom Zone during the Calendar**

A r t i c l e s	1	Unit of	Quantity
		Quan- tity	
	2	3	
Tea		Lb.	348,848,681
Raw Jute			
Jute, including jute cutting and waste,		Ton	1,075
Waste materials from textile fabrics, including rags		Cwt.	86,236
Crude minerals, excluding coal, petroleum- fertilizer materials and precious stones—			
Natural asphalt		Ton	...
Sand (including ground quartz)	„		646
Gravel and crushed stones (including tarred macadam)	„		14,581
Clay (including chamotte and dinas earths)	Cwt.		10,854
Salt (including salt put up for retail sale)	Ton		99
Sulphur	Cwt.		...
Natural abrasives, including industrial diamonds—			
Abrasive sized grains and powder of all materials such as emery corundum etc.	Lb.		...
Bort	—	—	—
Industrial diamonds, crude	—	—	—
Pumice stone	Lb.		...
Tripoli earth	„	—	...
Others	—	—	—
Building and monumental (dimension) stone not worked	Ton		16,585

**Jute and Jute products exported from
years 1957, 1958 and 1959**

Value (Rs.) 1957	Quantity 1958	Value (Rs.) 1958	Quantity 1959	Value (Rs.) 1959
4	5	6	7	8
97,27,05,933	400,174,268	1,09,24,72,511	367,734,843	99,97,31,197
9,01,944	2	1,410	31,303	2,89,77,263
44,50,106	18,332	4,93,363	12,177	5,51,547
...
27,328	471	20,502	...	29
4,21,160	3,926	6,33,704	805	21,256
67,513	10,467	689,40	10,295	72,299
21,073	6	1,298	106	21,671
...
...
...	—	...	—	...
...	—	...	—	...
...
...	—	...
...	—	...	—	...
3,46,796	37,732	7,73,150	17,360	2,70,193

Table

**Quantity and Value of Tea, Coal, Mineral Ores,
Calcutta Custom Zone during the Calendar**

A r t i c l e s	U n i t o f Q u a n- t y	Q u a n- t y	1 9 5 7
1	2	3	
Stone for industrial uses, except dimension (gypsum, lime stone)	"	1,513	
Asbestos, crude, washed or ground	Cwt.	...	
Mica uncut or unmanufactured in sheets or blocks, films and splittings, scrap mica, unground or ground	Cwt.	...	
Feldspar, flourspar, cryolite and chiolite	Tons.	281,392	
Magnesite (excluding calcined)	Cwt.	...	
Natural graphite (plumbago)	"	...	
Minerals, crude, including ice, n. e. s	"	742,556	
Iron ore and concentrates	Ton	632,868	
Ores of non-ferrous base metals and concentrates—			
Copper ore and concentrates	Ton	...	
Nickel ore and concentrates	"	...	
Bauxite (aluminium ore) & concentrates	"	3,520	
Lead ore and concentrates	"	...	
Zinc ore and concentrates	Cwt.	3,600	
Tin ore and concentrates	"	...	
Manganese ore and concentrates	Ton	269,409	
Chromium ore and concentrates	Cwt.	740,645	
Tungsten ore and concentrates	Ton	...	
Base metal ores and concentrates, n. e. s	"	...	
Non-ferrous metal scrap	Cwt.	14,659	
Silver and platinum ores	Lb.	...	

15—contd.

**Jute and Jute Products Exported from
year 1957, 1958 and 1959.**

Value (Rs.) 1957	Quantity 1958	Value (Rs.) 1958	Quantity 1959	Value (Rs.) 1959
4	5	6	7	8
84,572	1,385	1,15,249	791	82,756
...
6,64,03,633	283,932	7,61,72,874	310,829	7,48,98,083
...	235	15,259	17	1,510
...
...	98	3,979	35	1,845
...	973,553	97,18,834	686,209	73,54,432
97,06,241	624,912	3,39,98,633	727,500	3,85,64,875
3,41,02,545	...	...	...	...
...
...
2,25,918	1,071	65,275	2,916	1,80,472
...
58,965	...	...	...	...
...
4,86,05,211	152,580	2,40,31,809	193,494	2,35,28,234
47,16,949	813,474	59,15,508	1,682,128	1,11,00,683
...	11	36,000	...	...
...	...	17,295	...	...
4,73,929	6,620	84,366	16,543	2,86,120
...

Table

Quantity and Value of Tea, Coal, Mineral Ores,
Calcutta Custom Zone during the Calendar

Articles	Unit of Quan- tity	Quantity
		1957
1	2	3
Coal, coke and briquettes—		
Coal (anthracite, bituminous, sub-bituminous, lignite)	Ton	1,267,284
Coke of coal and of lignite	"	60,734
Briquettes of coal, of lignite, of coke and of peat.	"	...
Fabrics of jute		
Ribbons (other than silk and of synthetic fibres) trimmings etc.—	"	1,381,615,468
Webbing of jute	Cwt.	64,206
Cordage, cables, ropes, twines etc.—		
Jute rope and twine	Cwt.	154,737
Jute bagging for raw cotton	Ton	7,334,841
Jute corn sacks	"	51,940,250 (No)
Jute hessian bags	"	80,756,294 (No)
Jute sacking bags	"	301,351,977 (No)
Jute wool sacks	"	5,784,022 (No)
Tarpaulins, tents, awnings, sails and other made up canvas goods.	Cwt.	4,189
Carpets carpeting, floor rugs, mats, mattings and Tapestries of textile fibres other than wool and fine hair—	Yd.	1,006,030

Source : Director General of Commercial

15—*concl.*

**Jute and Jute Products Exported from
Years 1957, 1958 and 1959.**

Value (Rs.)	Quantity	Value (Rs.)	Quantity	Value (Rs.)
1957	1958	1958	1959	1959
4	5	6	7	8
1,19,15,332	1,402,456	4,39,61,316	891,363	3,03,27,818
32,93,281	30,885	12,06,436	21,770	10,08,463
...	...	...	72	20,016
58,38,97,577	384,205	58,41,25,945	421,173	64,33,98,132
71,09,075	70,674	78,94,564	73,663	74,51,242
82,04,082	162,755	76,13,827	151,373	58,02,793
1,83,83,232	21,111	1,56,75,676	38,946	2,42,25,581
6,09,59,944	54,264	5,64,59,608	38,711	3,95,53,474
6,29,28,907	38,445	6,11,43,961	48,492	7,43,88,352
35,48,25,493	230,186	26,73,13,918	298,921	28,09,43,360
3,21,29,260	23,200	2,40,78,507	28,649	2,73,30,367
3,56,799	18,153	14,13,147	21,678	15,69,969
15,20,808	18,159	23,04,761	14,923	19,31,000

Intelligence, Government of India

Table

Foreign Exchange Component of
Bihar and West Bengal

Particulars of the Projects	Foreign Exchange component
POWER	
*Barauni	1.81
*Durgapur Extn (W.B.)	9.52
*Durgapur Bokaro (DVC)	1.81
*Pathratu (Bihar)	5.00
*Jaldhaka (W. B.)	0.60
*Pathratu Extn. (Bihar)	17.67
*Barauni III set (Bihar)	1.23
**Durgapur—DVC III (W. B.)	8.10
**Bandel (West Bengal)	18.00
**Calcutta-Private Sector	3.00
***Barauni Extn. (Bihar)	2.70
***Kosi (Bihar)	0.20
***Gandak (Bihar)	0.10
IRRIGATION	
Gandak (Bihar & U. P.)	1.95
Sone (Bihar)	0.86
Kangsabati (W. Bengal)	0.62
PORTS	
*Calcutta	19.00
PETROLEUM	
Barauni Refinery (Bihar)	16.51
COAL	
*Kathara washery (Bihar)	3.00
*Bhojudih washery (Bihar)	1.79
*Karapur washery (Bihar)	2.80
*Dugda washery (Bihar)	3.11
**Patherdih washery (Bihar)	1.86
***Ramgarh washery	1.50

**Principal Projects Located in
Area in the Third Plan**

Overseas payments 1961-62	New overseas orders 1961-62	(Rs. Crores)
0.50	—	USA (DLF)
2.00	1.20	USA (DLF)
0.90	—	IBRD
—	5.00	USSR
—	0.20	Yugoslavia
9.00	9.00	USSR
0.80	0.10	Yugoslavia
—	—	IDA
0.30	18.00	USA (AID)
—	—	Private investment
—	—	
—	0.20	
—	—	
0.10	0.30	(Partly covered by
0.23	0.70	(IDA, USA (Aid and
—	0.40	(Exim)
3.78	5.58	IBRD
1.25	14.16	USSR
—	—	USSR
0.93	0.92	U. K.
—	—	Poland
0.59	0.28	USA (Exim)
0.29	1.86	USA (AID)
—	—	

Table

Foreign Exchange Component of
Bihar and West Bengal

Particulars of the Projects	Foreign Exchange component
IRON & STEEL	
*Durgapur Steel Plant (W. Bengal)	41.00
***Bokaro Steel Plant (Bihar)	100.00
***Alloy Tool & Steel Plant (W. B.)	19.00
FERTILIZERS	
***Durgapur Fertilizers (W. Bengal)	8.00
OTHER INDUSTRIES	
*Durgapur Coke Ovens (W. Bengal)	3.67
*Heavy Machine Building (Bihar)	26.15
*Coal Mining Machinery (W. Bengal)	19.95
*Foundry Forge (Bihar)	{ 23.23
*Heavy Machine Tools (Bihar)	5.80
*Special Glass (W. Bengal)	2.00
*Hindustan Cables (W. Bengal)	1.30
SOCIAL SERVICES	
*National Metallurgical Laboratory (Jamshedpur) (Bihar)	1.24
***Saha Institute of Nuclear Sciences (Calcutta) W. Bengal	0.44
Total (covered & uncovered)	374.52

* Covered

** Likely to be covered

*** Uncovered.

Source : Blue Book, December, 1961—

16—concl.

**Principal Projects Located in
Area in the Third Plan**

Overseas Payments 1961-62	New overseas orders 1961-62	(Rs. Crores)
		Source of aid
5.00	33.00	UK
—	—	
—	—	
—	—	
1.31	2.56	Germany (1.56) & Yugoslavia (1.0)
2.00	10.80	USSR
6.55	10.20	USSR
—	3.99	Czechoslovakia
—	2.00	USSR
0.24	1.30	UK
0.25	0.37	USA (Exim)—0.76
0.13	0.13	
36.15	122.25	

Table

Progressive Capital Expenditure on Electricity

State or Union	1950	1951	1952
Andhra Pradesh	x	x	x
Assam	0.50	0.55	0.59
Bihar	2.98	3.43	3.57
Bombay	36.36	44.56	52.51
Gujarat	x	x	x
Jammu & Kashmir	0.50	0.51	0.51
Kerala	x	x	x
Madhya Pradesh	2.24	2.50	6.66
Madras	19.10	23.36	24.84
Maharashtra	x	x	x
Mysore	11.12	11.43	17.89
Orissa	0.66	0.76	0.78
Punjab	7.43	8.43	8.95
Rajasthan	1.88	2.41	2.39
Uttar Pradesh	16.39	17.43	18.32
West Bengal	34.57	37.90	39.63
D. V. C.	@	@	@
Union Territories			
a) Delhi	2.28	2.84	3.12
b) Others	0.82	1.09	1.37
Hyderabad	2.60	2.65	2.66
Madhya Bharat	1.29	1.04	1.03
Pepsu	0.61	0.56	0.60
Saurashtra	1.68	1.77	1.85
Travancore Cochin	4.69	5.83	5.93
Total	147.70	169.05	193.20

* Due to non-availability of data from Andhra, Assam,
 x The state did not exist. @ Included

Source : Compiled from Annual Reviews of Public

Supply System, 1950-58 (India and States)

1953	1954	1955	1956	1957-58	1958-59
2.93	6.33	8.44	39.34	* 0.33	63.91
0.59	0.60	0.65	1.04	* 0.72	4.25
3.89	6.69	8.97	65.20	13.28	21.45
55.88	67.52	73.34	90.73	112.81	119.72
x	x	x	x	x	x
0.57	0.57	0.57	0.63	*	4.22
x	x	x	x	26.73	28.95
8.97	10.46	12.23	18.00	13.67	16.89
24.62	30.82	38.42	64.84	70.99	88.37
x	x	x	x	x	x
18.21	24.65	26.80	30.66	35.57	37.43
0.85	3.84	5.10	8.55	* 0.66	11.15
10.49	11.07	31.76	47.76	56.56	62.03
2.55	2.58	2.87	4.26	4.78	4.36
19.37	36.30	41.71	63.49	73.53	78.77
41.70	43.86	45.42	50.56	54.33	56.98
@	@	@	@	33.93	42.13
5.18	6.13	7.16	8.87	10.32	13.04
1.40	1.45	1.49	0.58	1.07	1.21
2.80	3.03	3.30	x	x	x
1.44	1.36	1.48	x	x	x
0.61	0.61	0.63	x	x	x
2.19	3.11	3.40	x	x	x
6.25	7.28	12.07	22.38	x	x
210.49	268.26	325.81	516.89	* 509.28	654.86

Orissa, Jammu & Kashmir, the total figure shows a decline.
in Bihar and West Bengal.

Electricity Supply, All India Statistics CWPC India.

Table 18

Electricity Sold in Various States during 1959-60
(in million kwh)

States and Union Territories	Total sold to ultimate consumers	Industrial power at low and medium voltage	Industrial power at high voltage
1	2	3	4
1 Andhra Pradesh	510.360	68.227	239.742
2 Assam	24.870	3.617	2.941
3 Bihar	770.819	61.563	590.233
4 Bombay	3,373.147	416.953	1,973.019
5 Jammu and Kashmir	50.000	14.500	7.000
6 Kerala	419.056	47.529	294.531
7 Madhya Pradesh	295.489	41.452	165.719
8 Madras	1,439.147	142.911	627.071
9 Mysore	877.355	78.975	607.951
10 Orissa	455.482	10.859	415.632
11 Punjab	471.734	172.721	115.237
12 Rajasthan	80.299	21.523	3.472
13 Uttar Pradesh	931.268	185.302	299.850
14 West Bengal	2,342.869	139.417	1,563.395
Union Territories			
15 (a) Delhi	342.844	71.364	64.425
(b) Rest	22.204	2.403	6.000

Source : *Public Electricity Supply All India Statistics, 1959-60, General Review by Central Water and Power Commission, Government of India, Ministry of Irrigation and Power, Simla.*

Table 19

External Assistance to Some Projects in the Bihar-West Bengal-Orissa-Assam Region

Source of Assistance and Schemes Assisted	Foreign assistance* Million Dollars Rs. crores	
World Bank :		
1 International Bank for Reconstruction and Development	290.92	138.48
2 International Development Association	8.00	3.81
3 Development Loan Funds	89.30	42.51
4 U. S. Export-Import Bank Loans	6.47	3.08
5 Ford Foundation	1.23	0.58
Total	395.92	188.46
Million Sterling Rs. crores		
Durgapur Steel Plant	11.5	15.33
Durgapur Steel Plant— Expansion in Third Plan	20.0	26.66
P. L. 480 Generated Rupee Funds	...	59.54

* The external assistance authorised and received during India's First and Second Five Year Plans and the aid indicated already for the Third Five Year Plan, up to December 1961.

Source : *External Assistance 1961, Ministry of Finance, Department of Economic Affairs*

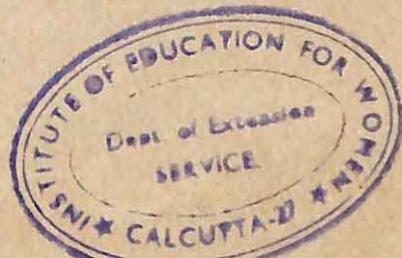


Table
Financial Results of State

States	Transport Undertaking	Gross Revenue
1	2	3
Andhra Pradesh	Andhra Pradesh State Transport Corporation, Hyderabad	373
Assam	State Transport, Assam, Shillong	156
Bihar	Bihar State Road Transport Corporation, Patna	127
Bombay	i) Bombay Electric supply and Transport Undertaking, Bombay ii) Saurashtra State Road Transport Corporation Rojkot iii) Kutch State Road Transport Corporation, Bhuj iv) Provincial Transport Service, Nagpur v) State Transport Marathwada, Aurangabad vi) Bombay State Road Transport Corporation, Bombay vii) Ahmedabad Municipal Transport Service, Ahmedabad (a)	555 113 26 89 127 1,384 105
Jammu & Kashmir	Jammu and Kashmir State Transport (b)	117
Kerala	State Transport Department, Trivandrum (c) See pp. 82-83 for explanation	240

Transport Undertakings, 1959-60

Cost of Material, Personnel and Overheads	1959-60			(Rs. in lakhs)	
	Operating Cost		Interest on capital	Total	Net Revenue
	Depreciation	Interest			
4	5	6	7	8	
280	46	15	341	32	
109	21	6	136	20	
96	21	9	126	1	
456	92	*	548	7	
67	16	4	87	26	
22	3	1	26	...	
67	8	2	77	12	
69	7	5	81	46	
1,116	159	73	1,348	36	
82	17	5	104	1	
80	11	...	91	26	
187	25	11	223	17	

Table
Financial Results of State

States	Transport Undertaking	Gross Revenue
1	2	3
Madhya Pradesh	i) Madhya Bharat Roadways, Gwalior (d)	90
	ii) Central Provinces Transport Services, Jabalpur (e)	68
Madras	State Transport Department, Madras	198
Mysore	Mysore Government Transport Department, Bangalore.	553
Orissa	State Transport Service, Cuttack	101
Punjab	i) PEPSU State Road Transport Corporation, Patiala	41
	ii) Punjab Transport Service, Chandigarh	200
Rajasthan	i) Directorate of Transport, Jaipur (Abu) (f)	9
	ii) Sirohi Motor Service	...
Uttar Pradesh	U. P. Roadways, Lucknow	879
West Bengal	Directorate of Transport, Calcutta.	324
* Included in Depreciation		
(a) Figures estimated on the basis of quarters ended June		
(b) Figures estimated on the basis of quarters ended June		
(c) Figures relate to the year 1958-59.		
(e) Figures estimated on the basis of quarters ended June		
(f) Figures relate to the year 1959.		

Source : Ministry of Transport and Communications

20—concl.

Transport Undertakings, 1959-60

Cost of Material, Personnel and Overheads	1959-60			(Rs. in lakhs)	
	Operating Cost		Interest on capital	7	8
4	5	6			
62	8	3	73	17	
51	8	1	60	8	
138	30	10	178	20	
408	76	33	517	36	
54	21	3	78	23	
23	5	1	29	12	
106	20	7	133	67	
5	1	1	7	2	
...
508	125	35	668	211	
245	36	18	299	25	

and December, 1959.

and December, 1958.

(d) Figures relate to 1956.
and September, 1959.

(Statistical Bulletin of Road Transport Undertakings in India)

Table 21

Number of Passengers Originating in the Suburban Sections
of Bombay, Calcutta and Madras

(Figures in Hundreds)

Area	1950-51		1960-61	
	Season@ tickets	Ordinary tickets	Season@ tickets	Ordinary tickets
Bombay				
C. Rly.	82,852,1	59,458,9	135,744,1	63,711,7
W. Rly.	152,108,1*		139,425,9	81,421,6
Total			275,170,0	145,133,3
Calcutta				
E. Rly.	38,170,3	31,615,9	117,017,3	65,569,7
S. E. Rly.	5,924,3 §	6,752,4 §	8,644,3	8,341,1
Total	44,094,6	38,368,3	125,661,6	73,910,8
Madras				
S. Rly.				
B. G.	4,667,5 §	4,595,9 §	7,053,4	6,035,8
M. G.	13,012,8 §	15,647,8 §	25,175,6	22,128,1
Total	17,680,3	20,243,7	32,229.0	28,163,9

@ Season tickets have been taken as equal to 50 single journey tickets each.

* Represents total number of passenger originating on the Suburban Section. Breakdown by Season Tickets and Ordinary Tickets not available.

§ Pertains to 1951-52.

Source : *Compiled from Annual Returns of Directorate of Statistics, Railway Board*

Table 22

Progress of Ton-Mileage in Indian Railways, 1950-1960

Ton-Miles/Tonne Kilometres

(In thousands)

Railway System	1950-51@			1960-61	
	Ton Miles	Tonne Kilometres		Ton Miles	Tonne Kilometres
1	2	3	4	5	
Central	5,639,762	9,221,964		12,137,397	19,846,681
East Indian/ Eastern	8,694,781	14,217,436		8,914,217	14,576,242
East Punjab					
Bikaner and Jodhpur/					
Northern	975,892	1,595,748		8,967,232	14,662,931
North Eastern	673,900	1,101,940		1,526,050	2,495,349
Northeast					
Frontier	434,772	710,926		1,121,854	1,834,421
Southern	3,249,398	5,313,315		5,338,551	8,729,428
South					
Eastern	4,289,829	7,014,596		8,120,556	13,278,482
Western	3,021,848	4,941,232		7,540,870	12,330,586
Total	26,980,182	44,117,157		53,666,727	87,754,120
Govt. Rlys.					
Non-Govt. Rlys.	27,339	44,704		48,166	78,769
All Rly.	27,007,521	44,161,861		53,714,893	87,832,889

@ For purposes of comparison, the figures against Government Railways also include those of Saurashtra, Jaipur, Rajasthan, Cutch, Scindia and Dholpur State Railways merged with Western and Central Railways on regrouping on 5 November 1951 ; Tejpur, Balipara Railway purchased and merged with North Eastern Railway on 1 September 1952 and Barsi Light Railway purchased and merged with Central Railway on 1, January, 1954.

Source : Directorate of Statistics, Railway Board.

Table 23

Part A

The Calcutta Industrial Region in 1951

Sl. No.	Name of town	Popula- tion	Sl. No.	Name of town	Popula- tion
1	2	3	1	2	3
West Bank of the River Hooghly			East Bank of the River Hooghly—contd.		
1	Hooghly- Chinsurah	56,805	19	Batanagar	6,874
2	Bansberia	30,622	20	Barrackpur Canton- ment	16,189
3	Serampur	74,324	21	South Dum Dum	61,391
4	Baidyabati	24,883	22	North Dum Dum	12,156
5	Rishra	27,465	23	Dum Dum	14,002
6	Konnagar	20,233	24	Titagarh	71,622
7	Uttarpara	17,126	25	Naihati	55,313
8	Kotrung	14,177	26	Halisahar	34,666
9	Champdani	31,543	27	Kanchrapara	56,668
10	Bhadreswar	36,292	28	Panihati	49,514
11	Chandernagore	49,909	29	Khardah	18,524
12	Howrah City	433,630	30	Barrackpur	42,639
13	Bally	63,138	31	Garulia	28,304
East Bank of the River Hooghly			32	North Barrackpur	32,173
14	Tollyganj	149,817	33	Ichhapur Defence Estate	14,600
15	Bhatpara	134,916			
16	Garden Reach	109,160	34	Baranagar	77,126
17	South Suburbs	104,055	35	Kamarhati	77,251
18	Budge-Budge	32,196	36	Calcutta	2,548,677

Source : *Census of India, 1951*

Table 23**Part B****The Calcutta Industrial Region in 1961**

Name of the Town 1	Total Population 2	Predominant Functions of the Town 3
East Bank of the River Hooghly		
1 Chakdah Municipality	35,089	Service-cum-commercial-cum-Industrial
2 Kalyani	4,616	Service
3 Gayeshpur Government Colony	10,157	Service-cum-commercial
4 Kataganja Gokulpur Government Colony	7,544	Service-cum-Industrial
5 Barasat	29,281	Service-cum-Industrial
6 Madhyamgram	18,483	Industrial-cum-Service
7 Nabapalli	13,857	Service
8 Kanchrapara	68,966	Industrial
9 Halisahar	51,423	Industrial
10 Naihati	58,457	Industrial
11 Deulpara	17,797	Industrial-cum-commercial
12 Bhatpara	147,630	Industrial
13 Ichhapur Defence Estate	12,382	Industrial
14 Garulia	29,041	Industrial
15 North Barrackpur	56,683	Industrial
16 Barrackpur Cantonment	16,912	Service
17 Titagarh	76,429	Industrial
18 Barrackpur	63,778	Service
19 Panihati	93,749	Industrial
20 Khardah	28,362	Industrial

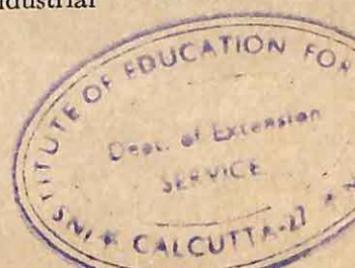


Table 23

Part B

Continued

The Calcutta Industrial Region in 1961

Name of the Town	Total Population	Predominant Functions of the Town
1	2	3
21 New Barrackpur		
Colony	20,871	Industrial-cum-Service
22 Baranagar	107,837	Industrial
23 Kamarhati	125,457	Industrial
24 South Dum Dum	111,284	Industrial
25 North Dum Dum	38,140	Industrial-cum-Service
26 Dum Dum	20,041	Industrial
27 Dum Dum Aerodrome		
Area	4,712	Transport
28 Panchur	25,131	Industrial
29 Garden Reach	130,770	Industrial
30 Kasbah	16,080	Service-cum-Industrial
31 Garfa	8,892	Industrial-cum-Service
32 Jadabpur	5,928	Service
33 Santoshpur	9,428	Service-cum-Industrial
34 Rajapur	9,405	Industrial-cum-Commercial
35 Bansdroni	9,139	Service
36 Purba Putiari	4,063	Service
37 Rajpur	24,812	Industrial-cum-Service-Commercial
38 Baruipur	13,608	Service
39 Jaynagar-Majilpur	14,177	Service-cum-Commercial
40 South Suburbs	185,811	Industrial
41 Batanagar	9,664	Industrial
42 Nangi	30,992	Industrial

Table 23

Part B

Continued

The Calcutta Industrial Region 1961

Name of the Town 1	Total Population 2	Predominant Functions of the Town 3
43 Birlapur	11,601	Industrial
44 Budge-Budge	39,824	Industrial
45 Calcutta	2,927,289	Service-cum-Industrial
West Bank of the River Hooghly		
46 Howrah	512,598	Industrial
47 Bally	130,896	Industrial
48 Jagachha	4,758	Industrial-cum-Transport
49 Santragachhi	8,701	Industrial
50 Unsani	6,635	Industrial
51 Sankrail	11,844	Industrial
52 Sarenga	10,704	Industrial
53 Manikpur	7,844	Industrial
54 Jhorhat	6,438	Industrial
55 Andul	4,690	Service-cum-Industrial
56 Banipur	5,654	Industrial
57 Domjur	8,670	Industrial
58 Kolara	8,495	Industrial
59 Nibra	6,599	Industrial
60 Mahiari	7,079	Industrial
61 Panchla	9,102	Industrial
62 Bauria	8,492	Industrial
63 Baruikhali	5,703	Industrial
64 Fort Gloster	13,785	Industrial
65 Chengail	14,831	Industrial
66 Uluberia	18,509	Industrial
67 Banitabala	4,979	Industrial

Table 23

Part B

Concl.

The Calcutta Industrial Region 1961

Name of the Town	Total Population	Predominant Functions of the Town
		1 2 3
68 Bansberia	45,463	Industrial
69 Hooghly-Chinsurah	83,104	Service-cum-Industrial
70 Bhadreswar	35,489	Industrial
71 Champdani	42,129	Industrial
72 Chandernagore	67,105	Industrial
73 Singur	7,915	Service-Industrial-Agricultural
74 Tarakeswar	8,528	Service-cum-Commercial
75 Baidyabati	44,312	Industrial-cum-Commercial
76 Serampur	91,521	Industrial
77 Rishra	38,535	Industrial
78 Konnagar	29,443	Industrial
79 Kotrung	31,031	Industrial
80 Uttarpara	21,132	Industrial-cum-Service
81 Nabagram Colony	8,866	Transport

Source : *Census of India, 1961*

Table 23

Part C

**The Industrial Composition of the Working Population
in Police Stations of
The Calcutta Industrial Region in 1951**

Name of District- Police Stations	Population	Total Workers	Non-agri- cultural Workers	Non-agri- cultural Workers as percent to total Workers
1	2	3	4	5
West Bank of the River Hooghly				
A. DISTRICT HOOGLY				
1 Chinsurah	70,601	25,052	20,897	83.41
2 Magra	52,108	18,529	12,608	68.04
3 Serampur	141,071	58,343	53,936	92.45
4 Uttarpara	65,726	27,504	24,127	87.72
5 Bhadreswar	80,753	34,822	31,732	91.13
6 Chandernagore	49,909	16,341	16,219	99.25
B. DISTRICT HOWRAH				
7 Howrah City	433,630	183,287	179,631	98.01
8 Bally	110,189	56,733	39,737	70.04
East Bank of the River Hooghly				
C. DISTRICT 24-PARGANAS				
9 Tollyganj	194,583	58,786	51,829	88.17
10 Jagaddal	152,624	70,003	67,458	96.36
11 Metiabruz	129,031	53,497	50,587	94.56
12 Behala	113,379	38,350	35,735	93.18
13 Budge-Budge	147,123	45,986	28,720	62.45
14 Maheshtala	93,195	34,537	24,611	71.26
15 Barrackpur	16,189	5,679	5,454	96.04





Table 23

Part C
Concluded

Name of District- Police Station	Population	Total Workers	Non-agri- cultural Workers	Non-agri- cultural Workers as percent to total Workers
1	2	3	4	5
16 Dum-Dum	95,590	33,133	31,070	93.77
17 Titagarh	121,798	56,319	54,801	97.30
18 Naihati	75,596	33,544	31,177	92.94
19 Bijpur	105,185	41,276	40,182	97.35
20 Khardah	81,464	27,285	24,998	91.62
21 Noapara	75,077	32,904	32,173	97.78
22 Baranagar	154,377	58,351	57,448	98.45
D. DISTRICT CALCUTTA				
23 Calcutta	2,548,677	1,110,404	1,103,805	99.41

NOTE : Workers in 1951 Census comprised of :

- (i) All self-supporting persons with productive means of livelihood i.e., all self-supporting persons other than
 - (a) self-supporting persons of Livelihood Class IV-Non-cultivating Owners of Land i.e., Agricultural Rent-
Receivers ; and
 - (b) those self-supporting persons of Class VIII-Other Services - who derive their means of livelihood from non-agricultural non-productive occupations, like pensioners, etc.
- (ii) Self-supporting persons of Livelihood Class IV (agri-cultural rent-receivers) who derive secondary means of livelihood from productive occupations.

(iii) All earning dependents in respect of their own (secondary) means of livelihood other than those who derive their secondary means of livelihood from :

- (a) receipt of agricultural rent under Class IV, and
- (b) non-agricultural non-productive occupations.

Source : Census of India, 1961

Table 23

Part D

The Industrial Composition of the Working Population in
Police Stations of
The Calcutta Industrial Region in 1961

Name of District- Police Station	Total Population	Total Workers	Non-agri- cultural Workers	Non-agri- cultural Workers as percent to total Workers
1	2	3	4	5
East Bank of the River Hooghly				
A. DISTRICT NADIA				
1 Chakdah	57,406	11,800	11,131	94.33
B. DISTRICT 24 PARGANAS				
2 Barasat	61,621	16,073	14,333	89.17
3 Bijpur	141,686	43,050	40,698	94.54
4 Naihati	89,038	28,554	25,542	89.45
5 Jagaddal	184,999	65,652	62,261	94.83
6 Noapara	98,106	32,487	32,338	99.54
7 Barrackpur	16,912	5,869	5,804	98.89
8 Titagarh	154,007	60,580	58,834	97.12
9 Khardah	167,344	47,121	44,224	93.85
10 Baranagar	233,294	77,844	77,477	99.53
11 Dum Dum	197,871	55,293	53,435	96.64
12 Metiaburz	155,901	55,247	54,811	99.21
13 Tollyganj	104,233	27,911	24,940	89.36
14 Sonarpur	24,812	5,709	4,971	87.07
15 Baruipur	13,608	3,220	3,002	93.23
16 Jaynagar	14,177	3,469	3,038	87.58
17 Behala	199,285	55,044	52,312	95.04
18 Maheshtala	117,907	32,545	27,710	85.14
19 Budge-Budge	182,388	52,046	36,255	69.66
Includes Garden Reach				

Table 23

Part D
Concluded

Name of District Police Station	Total Population	Total Workers	Non-agri- cultural Workers	Workers as percent to total Workers
1	2	3	4	5

C. DISTRICT CALCUTTA

20	Calcutta	2,927,289	1,182,789	1,179,573	99.75
----	----------	-----------	-----------	-----------	-------

West Bank of the River Hooghly

D. DISTRICT HOWRAH

21	Howrah City	512,598	189,517	188,809	99.63
22	Bally	154,390	61,530	58,969	95.84
23	Jagachha	57,002	19,023	18,031	94.79
24	Sankrail	124,646	39,240	33,623	85.69
25	Jagatballavpur	105,417	27,238	13,647	50.10
26	Domjur	127,200	35,859	24,246	67.61
27	Panchla	9,102	2,241	1,907	85.10
28	Bauria	41,579	14,213	13,632	95.91
29	Uluberia	202,487	56,616	33,521	59.21

E. DISTRICT HOOGHLY

30	Magra	82,479	29,739	23,076	77.60
31	Chinsurah	107,697	29,099	27,323	93.90
32	Bhadreshwar	95,769	35,073	32,202	91.81
33	Chandernagore	67,105	18,911	18,559	98.14
34	Singur	7,915	1,771	1,414	79.84
35	Tarakeswar	8,528	2,691	2,454	91.19
36	Serampur	197,345	67,197	62,444	92.93
37	Uttarpara	112,138	38,202	37,065	97.02

Source : Census of India, 1961

Table

Subsidised Industrial Housing Scheme
FIRST FIVE YEAR PLAN

Name of the State/Union Territory	Amount drawn (Rs. in lakhs)	No. of houses completed
1	2	3
I. State Governments and Cooperative Societies		
1 Andhra Pradesh	62.25	2,207
2 Assam	—	—
3 Bihar	112.50	667
4 Gujarat and Maharashtra (Composite Bombay)	495.97	13,997
5 Jammu and Kashmir	—	—
6 Kerala	1.34	20
7 Madhya Pradesh	87.85	3,684
8 Madras	9.64	166
9 Mysore	70.41	2,318
10 Orissa	3.89	148
11 Punjab	13.01	390
12 Rajasthan	7.06	—
13 Uttar Pradesh	407.49	12,617
14 West Bengal	14.83	756
Total	1,286.24	36,970
II. Union Territories		
1 Andaman & Nicobar Islands	—	—
2 Delhi	23.09	4
3 Himachal Pradesh	—	—
4 Laccadive, Minicoy and Amindive Islands	—	—
5 Manipur	—	—
6 Nagaland	—	—
7 Pondicherry	—	—
8 Tripura	—	—
9 N. E. F. A.	—	—
Total	23.09	4
III. Private Employers		
	33.23	5,207
Grand Total	1,342.56	42,181

@ Included in the State allocations.

Source : Ministry of Works, Housing &

in the three Five Year Plans
SECOND FIVE YEAR PLAN

Amount drawn
(Rs. in lakhs)

4

5

1,929

285

3,465

17,093

—

230

1,995

1,757

2,702

276

2,110

1,122

10,478

5,164

48,606

2,034.52

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—

—</p

